

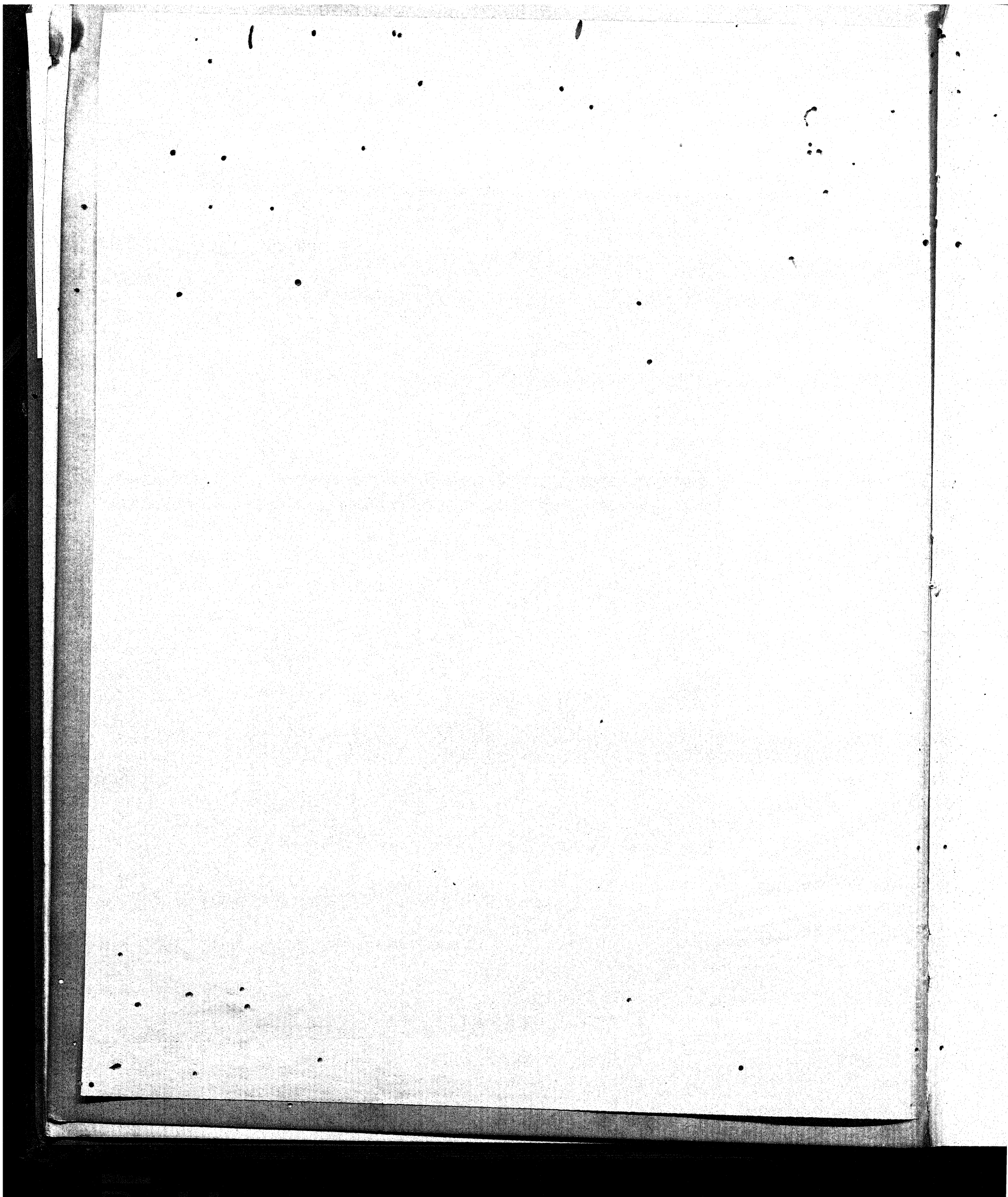


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London

George V.

*His Most Excellent Majesty
King George the Fifth
by gracious permission of His Majesty*



THE (KING'S SHIPS)

TOGETHER

WITH THE IMPORTANT HISTORICAL EPISODES CONNECTED WITH THE SUCCESSIVE SHIPS OF THE SAME NAME FROM REMOTE TIMES, AND A LIST OF NAMES AND SERVICES OF SOME ANCIENT WAR VESSELS

359.48

BY

HALTON STIRLING LECKY

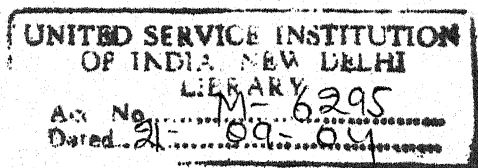
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LIEUTENANT, ROYAL NAVY

WITH OVER 2500 ILLUSTRATIONS FROM OLD PAINTINGS, PRINTS AND MODELS
NAVAL CRESTS, ADMIRALS' SIGNATURES, Etc., Etc.

IN SIX VOLUMES

VOL. I



LONDON

HORACE MUIRHEAD

1913

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TO
HIS MOST EXCELLENT MAJESTY
King George the Fifth

THIS WORK
BY THE GRACIOUS PERMISSION OF HIS MAJESTY
IS

DEDICATED
BY HIS OBEDIENT HUMBLE SERVANT

THE AUTHOR

Naval Cadet . . . June 5, 1877
Midshipman . . . January 8, 1880
Sub-Lieutenant . . . June 3, 1884
Lieutenant . . . October 8, 1885
Commander . . . August 24, 1891
Captain . . . January 2, 1893
Rear-Admiral . . . January 1, 1901
Vice-Admiral . . . June 26, 1903
Admiral . . . March 1, 1907
Admiral of the Fleet May 7, 1910

INTRODUCTION

THIS work in six volumes contains the chronological history of all those ships which are in the Naval service of the Empire whose names are at present borne by His Majesty's vessels of war. As a large number of the ships of the present reign have inherited their names from a long line of ancestry, these volumes are both a detailed history of some 3500 warships and a general military history of the Royal Navy from remote times.

In the records of individual ships the name of the ship is followed by those variations of the name which have been used from time to time, and the history associated with the name includes the history associated with the variations of the name. For the sake of simplicity of reference the battle records are arranged in tabulated form. The battle records are followed by a brief account of the derivation and meaning of the name. In all cases in which the name denotes a concrete object it is illustrated, the illustration representing in many cases the armorial bearings, crest, or badge that have been in use in the vessels concerned during a long period of years. These illustrations are the work of Mr. Harold Stevens.

The chronicle then proceeds to treat of each successive ship of the name. The particulars of the vessel, her origin, dimensions, armament, etc., are briefly described. In the case of the older ships, the length given is generally that of the gun-deck, the beam and draught are the maximum, and the tonnage is that of the time of building. The methods of assessing tonnage and horse-power have not, however, always been the same. The fortunes and services of the ship throughout her life, including the essential aspects of the actions in which she was engaged, are set forth, and her ultimate fate is recorded also when it has been found possible to discover it.

The history is fully illustrated. In so far as circumstances permit, every ship is represented by reproductions of paintings, prints, or photographs. If it has been found impossible to give a portrait of the ship herself, she is shown as taking part in an action, and an asterisk distinguishes her from other ships; and in those cases in which the only available picture does not include the ship in question, although she took part in the action represented, the picture is reproduced in its proper place. It will be found that there are nearly three

THE KING'S SHIPS

thousand illustrations, which, with the exception of about a score, are all contemporary with the subject they record. As many ships may take part in a battle of which the contemporary illustrations are few, some of the battle scenes are repeated. In many of such cases the reader is enabled to identify the particular ship in question. This method has commended itself to the author as more desirable than the alternative of introducing modern pictures of ancient scenes.

The original pictures have been lent to me by generous owners living in all parts of the world, and the collection and classification have been the work of some years. I am deeply grateful to those who, actuated by no other motive than a common interest in the Naval service, have so kindly sent their valuable paintings and prints, often long distances, to a stranger. Among those at home I am more particularly indebted to Commander Sir Charles Cust, Bart., R.N., who placed his unique collection of Naval prints at my disposal; to Sir Sidney Colvin of the British Museum; and to Lieutenant-Colonel A. Leetham of the Royal United Service Institution.

The Author acknowledges an especial obligation for the loan of prints, and for much valuable advice and help in connection with them, to Mr. Harry Parker, of the firm of T. H. Parker, Brothers, Printsellers, of 45 Whitcomb Street, W.C. Messrs. Ackermann of Regent Street, Mr. Francis Harvey of St. James's Street, Messrs. Robson of Coventry Street, Messrs. A. Davies of King's Road, Chelsea, and Mr. W. H. Long of High Street, Portsmouth, have also very kindly allowed the use of prints and books in their possession. The copying of all these prints and many paintings was executed by Mr. John D. Chisholm of the photographic firm of W. B. Parker, of High Holborn, Southampton Row, and Victoria Street, London, and I can testify that it was a task, requiring enormous patience, care, and labour, which Mr. Chisholm's enthusiasm for the Navy helped him to carry through successfully.

The name of the lender of a picture is printed beneath the reproduction of it, on the right. The name printed on the left is that of the artist, and the photographers' names are shown on the right. In some of the older pictures I have not always been able to trace the name of the artist. In such cases the illustration may represent an unsigned painting, whose title and details are correct enough, which has hung in the same house for a century or more. Or it may represent a photograph or drawing in an old scrap-book or album inherited by the descendants of Flag-officers or others. Should any person identify a picture in which the artist's name is omitted, I should be grateful to him if he would send me such authentic facts as will enable me to make due acknowledgment.

The courtesy of the Lords Commissioners of the Admiralty, of the British Museum and the Victoria and Albert Museum Authorities, of the Elder Brethren of the Trinity House, of the officials of the Royal United Service

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Institution, and of the officers of the Royal Naval College, Greenwich, enabled me to make use of many of the valuable paintings, models, and relics entrusted to their care by the Nation.

The modern photographs are mostly by the late Mr. H. J. Symonds, and the late Mr. Ernest Hopkins, both of Portsmouth, who, during their lifetime, were so often to be seen risking their lives in small boats, in the vicinity of ships passing to and fro on the King's business. Mr. Richard Ellis of Malta, Messrs. Abrahams & Sons of Devonport, Mr. W. U. Kirk of Cowes, Mr. Owen Coates of Harwich, Mr. Stephen Cribb of Southsea, Messrs. Frank & Sons of South Shields, Messrs. S. J. Allen of Pembroke Dock, and Messrs. Weeks & Gimblett of Weymouth have likewise supplied some of these pictures.

The sixth volume of this work contains a further list of those who have helped me by lending or searching for pictures, or who have by their labours and kindness, in various ways too numerous to mention, enabled me to present the work in its present form.

Many difficulties arise with regard to the method of treating the successive ships of the same name, in the matter of their rebuilding in the earlier centuries. A ship is pulled apart, and rebuilt again with practically the same timbers. A slight improvement in design may have been adopted at the same time. What is she under the new conditions? Is she the same vessel or a new ship? Or she may be rebuilt with about one-half of the old timbers. What is she then? Is she a new ship or merely the old one repaired? These considerations leave latitude for judgment on this matter.

Another problem is involved with regard to the propriety of including vessels which were employed in the Royal Service only at intervals. The point of view really differs in every period of Naval history, and it is hard to discover a systematic method. A merchant vessel is hired at the beginning of a war, armed and stored by the Naval Authorities, and often commanded by a King's officer. She distinguishes herself in general actions, in duels, or by making prizes against great odds. Her wounded officers and men are received into Greenwich Hospital, and at the end of the war she reverts to her duties as an ordinary carrier of merchandise. Then, there are the ships of the Honourable East India Company, often men-of-war in every sense but in actual name, which by their constant warfare against the nation's enemies in Eastern Seas, as well as nearer home, have done much for the trade and prosperity of our country. Again, there are the ships of the Bombay Marine, the Indian Navy, and of the Royal Indian Marine, which fought in China, Burma, and other places, alongside men-of-war, in the same battles, and under identical conditions. Should these ships be included or should they not?

To take the converse case, some of the earlier Sovereigns were in the habit of leasing their warships to the merchants for trading purposes in time of peace.

THE KING'S SHIPS

And when war came, the merchant returned the warship to the Crown, and in turn lent or hired his vessels to the Sovereign, who at once fitted them out, and used them as men-of-war. These facts exemplify the close affinity then existing between the warship and the trader in times of stress. It is only in peace time that their callings diverge, and the longer the peace the more pronounced is the divergence. The author considers that, even if these craft are not strictly speaking "King's Ships," their men at least fought and lost their lives in the King's cause, and that they are worthy of mention. They are therefore included in many cases, and confusion is avoided by their origin and calling being clearly shown. Prizes of war also are incorporated and are described as such, but it is not possible to mention them all, for the simple reason that the ship making the capture often does not even take the trouble to record the name of the prize, contenting herself with such entries in the log as "Captured a 2-gun schooner," "Boarded and took an 8-gun brig," and so forth. It must also be remembered that not all these prizes were taken into the Navy after capture, and when they are not so included, their subsequent career is difficult to follow.

It would obviously be possible to write much longer accounts of the ship names dealt with in these pages. But since this work had already expanded to six large volumes, much compression was necessary, and only some of the important incidents are recorded. This method involves a departure from the style of a continuous narrative, and certain gaps are deliberately left in the histories of individual ships, but investigation will show that these blank periods are nearly always devoid of interesting incident.

I desire to state that in 1897 there was published a work entitled *Men-of-War Names: their Meaning and Origin* (Edward Stanford, London, second edition, 1908), by the officer who is now Admiral H.S.H. Prince Louis Alexander of Battenberg, in which he expressed the hope that some one would undertake the writing of the history of the Naval names. His Serene Highness was subsequently so generous as to give me full permission to use *Men-of-War Names* in any way I wished. He has also most kindly criticised my work from time to time while it was in progress, and was so good as to make many suggestions, which, I venture to think, have added greatly to its value. His own work was really the pioneer from which all more recent attempts to deal with so complex and enormous a subject have derived their inspiration, and I am happy to be able to acknowledge my own obligations to its distinguished author.

The general accounts of the battles and other incidents have been derived from the best standard works on the subject. These accounts have been more or less standardised, and the part that the individual ship played in the action has then been woven into the account. Under these conditions an acknowledgment of all the sources of information utilised is hardly possible, but an attempt

THE KING'S SHIPS

has been made in Volume VI. to give a bibliography. In addition the author has consulted original despatches, papers, manuscripts, and pictures, in the Public Record Office, the British Museum, the Admiralty Library, the Royal United Service Institution, the Royal Naval College, Greenwich, and other kindred depositories of knowledge, to whose officials he is much obliged for many courtesies and indulgences. The works of Professor Sir John Knox Laughton, R.N., Mr. M. Oppenheim, Colonel Theodore Roosevelt, Mr. Edward Fraser, Sir William Laird Clowes, Mr. H. W. Wilson, Sir Clements Markham, Captain A. T. Mahan, U.S.N., Commander C. N. Robinson, R.N., Mr. L. G. Carr Laughton, the Navy Records Society, the Hakluyt Society, the *Mariners' Mirror*—the Journal of the Society of Nautical Research—and many others have been freely laid under contribution, nor would it have been easy to complete the work had not the distinguished men I have named laboured in the field before me.

I would mention in particular acknowledgment that, when the work was going to press, Mr. W. G. Perrin most kindly came to my assistance in finding out, in conjunction with Mr. J. F. Phillips, Mr. D. B. Smith, and others of his staff, the final fate or disposal of many of the old ships which had escaped me. Mr. L. G. Carr Laughton performed a similar kindly act in the matter of the facsimile signatures that were still missing, as I was at sea at the time.

At the end of each completed letter of the detailed histories will be found a list of Ancient Names of warlike vessels, together with many of their prizes, and some of the hired vessels. There are about three thousand five hundred of these additional names, and to many of them, as will be noticed, are attached long records of great achievements. The date of the first use of the name in the Navy is given, the origin of the first ship of the name if coming from a foreign country, some of the variations of the name, and also a brief record of the war and extraordinary services connected with the name. The dates of shipwrecks and disasters are included also, but no attempt is made in that section of the work to distinguish between successive men-of-war of the same name. The variations of the same name are all cross-referenced, so that the reader, looking up (say) "Charlotte" is also referred to "Queen Charlotte," "Princess Charlotte," "Royal Charlotte," "Lady Charlotte," etc. While it cannot be said that the list of ancient names is complete, it is true to say that a complete list is probably unobtainable.

The volumes in their finished form are greatly enriched by the inclusion of a series of coloured plates, representative of the costume in use in the Navy at different periods of its history. These I owe to the courtesy of Commander C. N. Robinson, R.N., than whom no one has a greater knowledge of the subject, and who generously placed his magnificent private collection of pictures at my disposal, giving much kind help, not only to myself in the arrangement, but to the artist, Mr. N. Sotheby Pitcher. Colonel Cyril Field, R.M.L.I. was so very kind as carefully to look over the representations of the officers and men of the Royal

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Marines, and the plates have been much improved by his invaluable advice and suggestions.

As a work of this nature is peculiarly liable to error, I shall be glad to receive notification of mistakes or omissions. I shall be particularly pleased to hear from any officer who has pictures of those ships whose names are at any time revived, which he may be so good as to lend to me for reproduction and publication. I hope I may be able to issue an uniform supplementary volume every few years, giving a full account of the services of those names that in the meantime have had the honour of being added to the Royal Navy.

The title chosen for this work should carry its own explanation: for, it expresses the sentiment held towards the Throne by our great Service.

H. S. L. L. L.

LIST OF PLATES

PHOTOGRAVURE

H.M. King George the Fifth *Frontispiece*

IN COLOUR

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ABOUKIR

The Wars of the French Revolution and Empire—
The Walcheren Expedition 1809

The defence of Riga 1812
The blockade and capture of Genoa 1813-14



ABOUKIR.—A small village on the coast of Egypt, 13 miles N.E. of Alexandria, containing a castle which was used as a State prison by Mehemet Ali. Near the village, and connected with the shore by a chain of rocks, is a small island remarkable for remains of ancient buildings. Stretching to the eastward as far as the Rosetta mouth of the Nile is the spacious bay of Aboukir where Nelson fought "The Battle of the Nile," defeating and almost destroying the French fleet that had conveyed Napoleon to Egypt. It was near Aboukir that the expedition to Egypt under Sir Ralph Abercromby in 1801 effected a landing in the face of an opposing force.

The first "ABOUKIR" was a 74-gun ship, captured from the French in 1798. She was of 1869 tons, and her length, beam, and draught were 186 ft., 48 ft., and 21 ft.

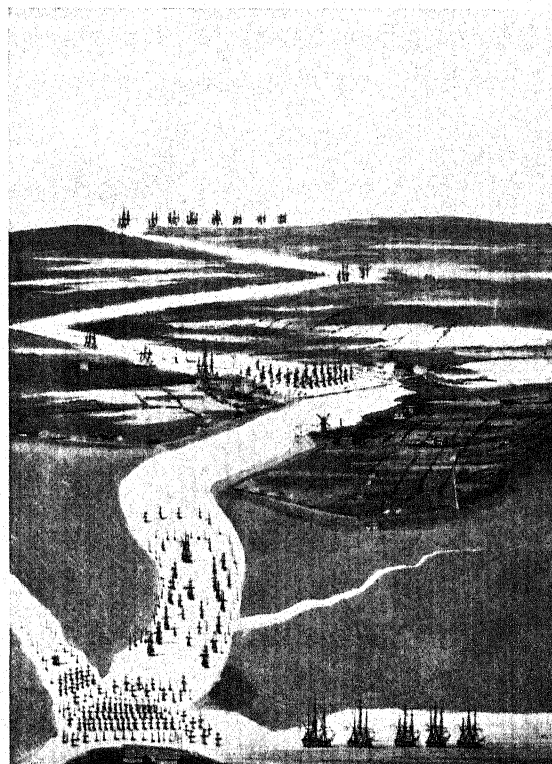
As the French "Aquila" she was taken at the battle of the Nile. After having received a severe handling from the "Leander," "Vanguard," and "Theseus," she struck her colours to the "Minotaur" at 9.25 P.M. on 1st August. At the time of her surrender she was completely dismasted, and had suffered heavily in killed and wounded.

She was soon afterwards renamed "Aboukir," and under that name she was commissioned in the British service by Captain Thomas Bowen.

In 1802 this ship was broken up at Plymouth.

The second "ABOUKIR" was a 74-gun ship, launched at Frindsbury in 1807. She was of 1703 tons, and carried a crew of 600 men. Her length, beam, and draught were 172 ft., 48 ft., and 18 ft.

On July 28th, 1809, the "Aboukir" sailed from the Downs, in a fleet of 246 men-of-war of various kinds, commanded by Rear-Admiral Sir Richard Strachan with his flag in "Venerable." Four hundred transports accompanied the expedition, carrying some 40,000 troops under the Earl of Chatham. Many of the men-of-war removed their lower-deck guns and carried horses. The expedition set forth to destroy all the French ships in the Schelde, and at Antwerp; to demolish the dockyards at Antwerp, Flushing, and Ter Neuze, and to render the Schelde no longer navigable for big French ships. This affair was of a military rather than a naval character. The fleet assisted by bombarding, and by the landing of a naval brigade; in the capture of the



After Captain Cockburn, R.N.
Etched by J. Clark.

T. H. Parker, Brothers.

THE WALCHEREN EXPEDITION.

THE KING'S SHIPS

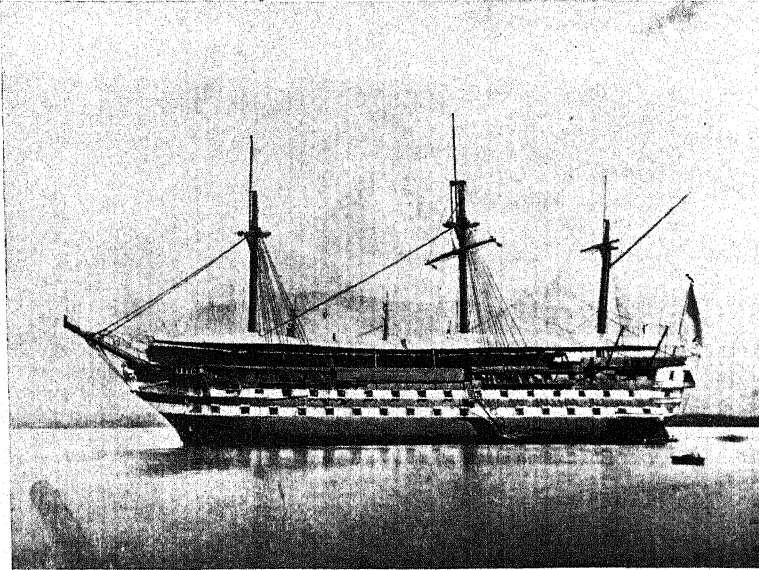
ABOUKIR

Island of Walcheren, and in the bombardment, siege, and capture of Flushing. But the Earl of Chatham was fonder of turtle soup and of his own personal comfort than of work, and after the Island of Walcheren, with its batteries, basins, and arsenals, had been reduced, the British forces withdrew.

In 1812 the "Aboukir," flying the flag of Rear-Admiral Martin, was in the Baltic assisting the Russians in the defence of Riga, where the zeal, courage, and ability of the British squadron elicited general admiration. Of these ships, the Russian General said: "Their courage prompts them to the most hazardous enterprises, which their skill and foresight enable them to execute with success—in every danger they are foremost, and in every difficulty capable of counselling."

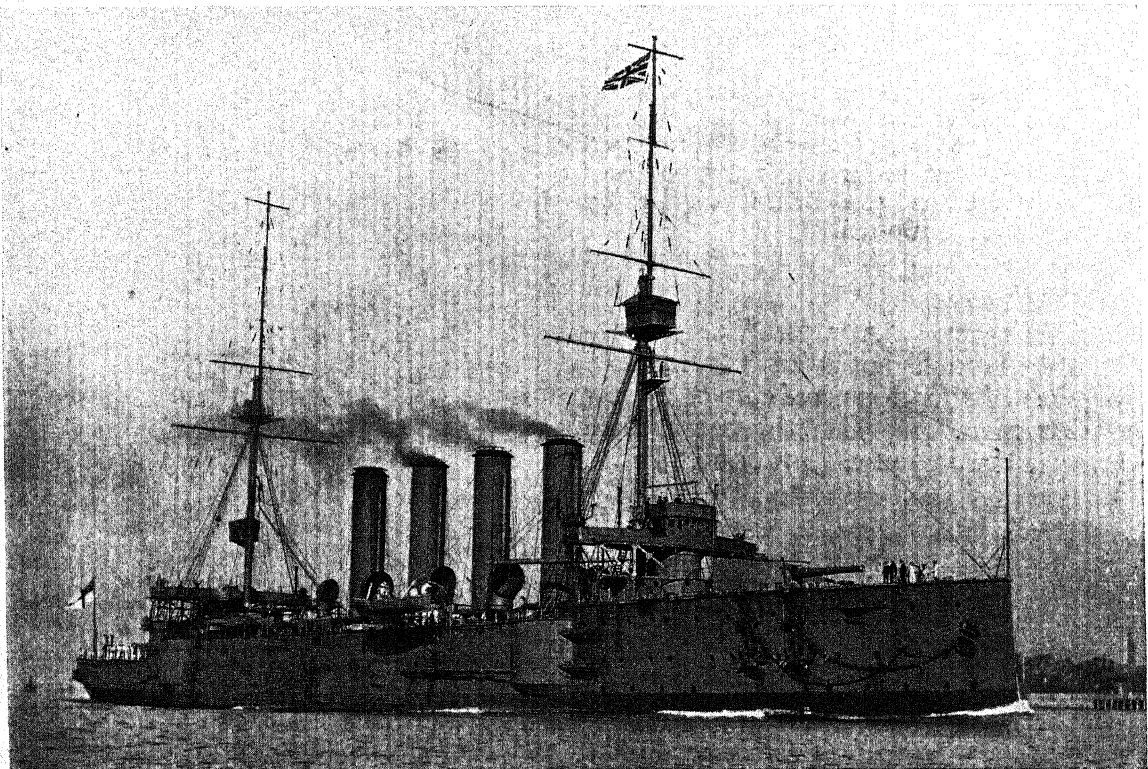
In 1813 the "Aboukir," commanded by Captain

Thompson, sailed for the Mediterranean and assisted in the blockade of Genoa, in a squadron commanded by Vice-Admiral Sir Edward Pellew with his flag in "Caledonia." On April 13th the city of Genoa capitulated and the operations ceased.



Vice-Admiral Noel S. F. Digby.

THE THIRD "ABOUKIR."



From the photograph by Ernest Hopkins.

THE FOURTH "ABOUKIR."

ACHERON

THE KING'S SHIPS

After some service as a receiving ship this vessel was sold in 1838 for £4250.

The third "ABOUKIR" was a 90-gun ship, launched at Plymouth in 1848. She was of 3083 tons, and carried a crew of 830 men. Her length, beam, and draught were 204 ft., 60 ft., and 19 ft.

This vessel was fitted with a screw and engines of 400 horse-power. From 1863 to 1877 she acted as receiving ship at Jamaica, and in 1877 she was sold.

The fourth "ABOUKIR" is a 14-gun twin-screw armoured cruiser, launched at the Fairfield Works, Glasgow, in 1900. She is of 12,000 tons, 21,375 horse-power, and 21 knots speed. Her length, beam, and draught are 440 ft., 69 ft., and 26 ft.

ACHERON

The Wars of the French Revolution and Empire—

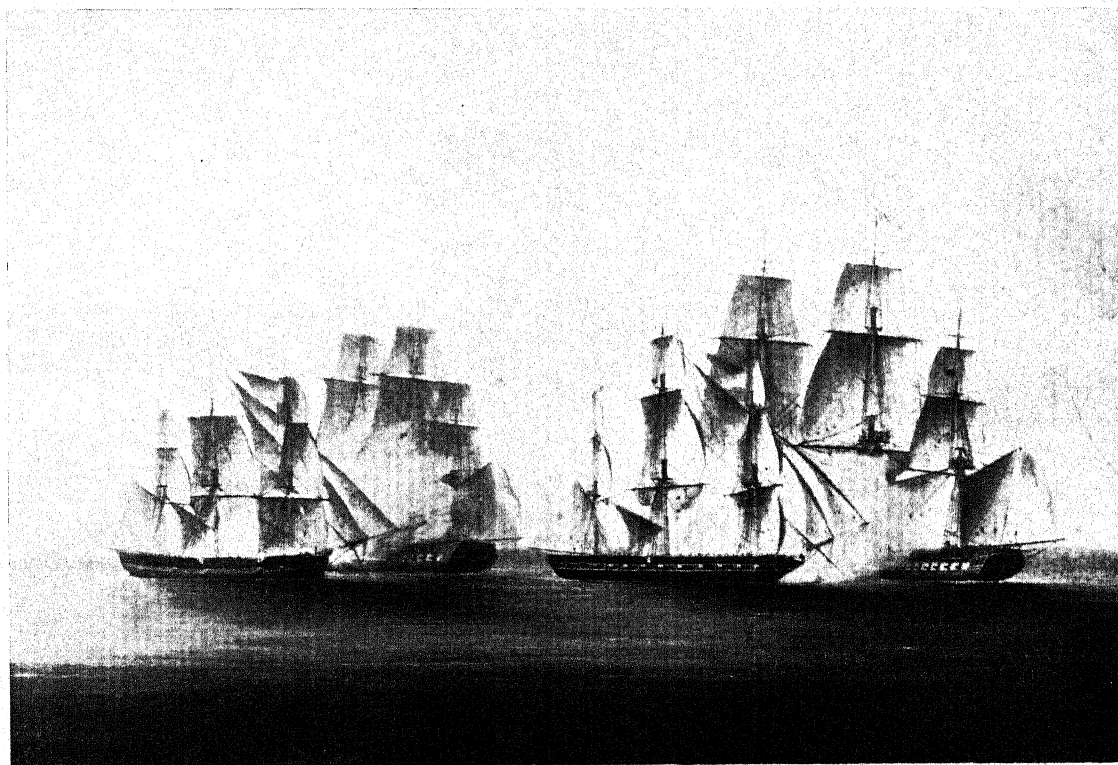
The blockade of Toulon	1804
"You have not yet got the broom!"	1805

Defence of a convoy off Algiers	1805
Surveyed New Zealand	1847-53



ACHERON.—In classical mythology the name of one of the rivers of Hades round which the shades of the dead were said to hover, and across which the mythical boatman Charon ferried them.

The first "ACHERON" was an 8-gun bomb-vessel, launched at Whitby in 1799, but not purchased into the Navy until 1803. She was of 388 tons, and



Painted by F. Sartorius.

THE FIRST "ACHERON'S" ACTION.

The Painted Hall, Greenwich.

THE KING'S SHIPS

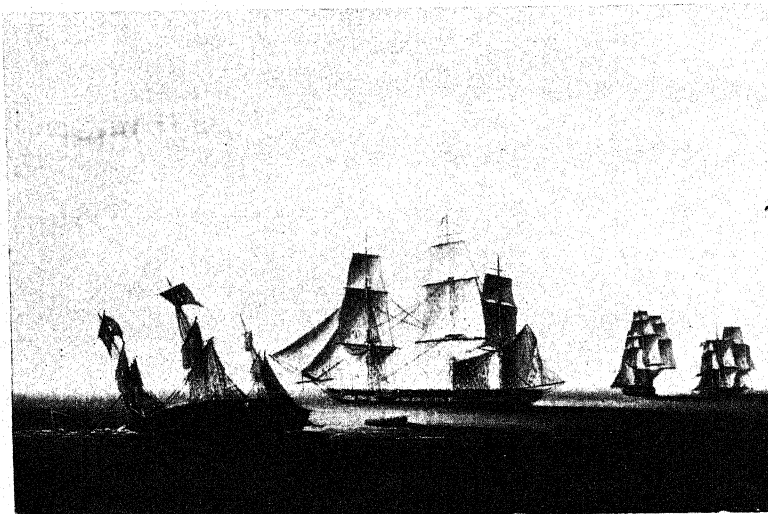
ACHERON

carried a crew of 67 men. Her length, beam, and draught were 108 ft., 29 ft., and 12 ft.

In 1804 the "Acheron" took part in the blockade of Toulon.

On February 3rd, 1805, the "Acheron," commanded by Commander Arthur Farquhar, in company with the "Arrow," was escorting a convoy from Malta to England. They sighted two French 38-gun frigates off Algiers, which at once chased. Thus 1200 men were opposed to 197 men. For nearly 48 hours the two English vessels maintained a gallant defence against this vastly superior force. They enabled the merchant convoy to escape, and were eventually compelled to surrender. The "Acheron" lost 3 killed and 8 wounded, and was so damaged that she was burnt by her captors. The French were not too kind to their captives, and it is said that one of their officers swore that the French would sweep

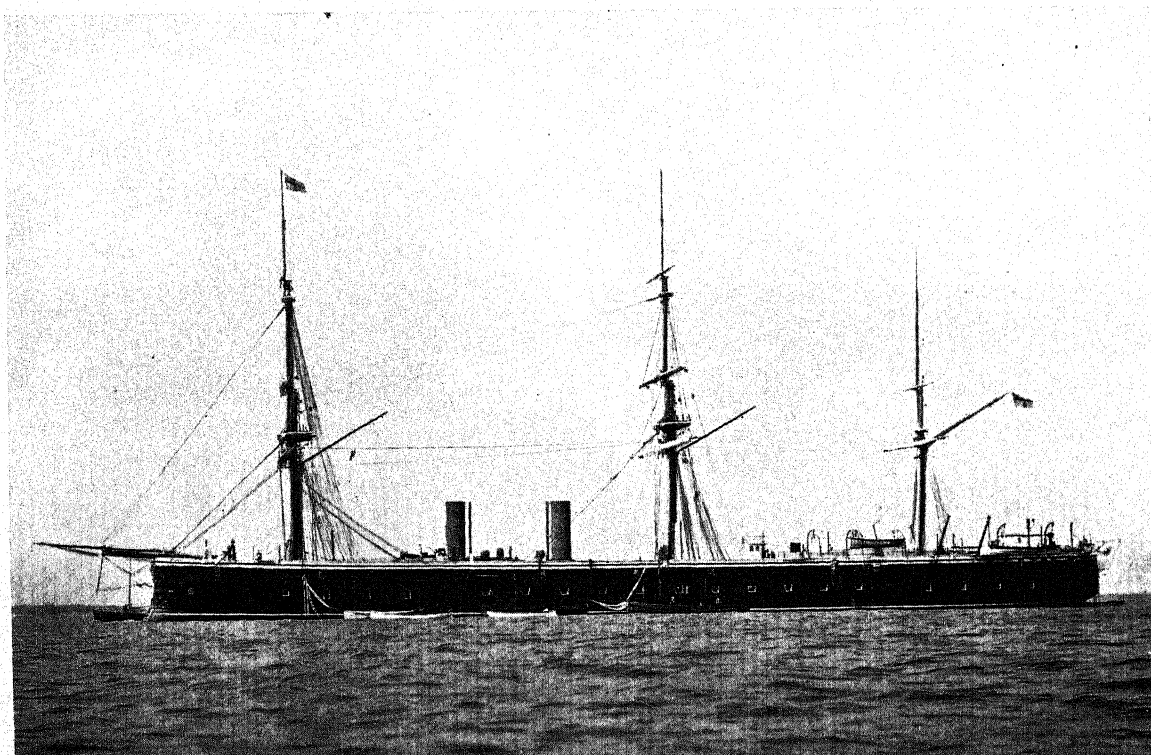
the seas of the English. "Not so fast, not so fast now," replied the cook, "for by St. Patrick you have not yet got the broom!" The "Arrow" lost 13 killed and 27 wounded, and sank soon after she was taken possession of. The French lost 1 killed and 5 wounded.



Painted by F. Sartorius.

The Painted Hall, Greenwich.

THE FIRST "ACHERON'S" ACTION ("ARROW" SINKING).



From the photograph by H. J. Symonds.

THE FIFTH "ACHERON" (WAS "NORTHUMBERLAND").

The second "ACHERON" was a 5-gun paddle sloop, launched at Sheerness in 1838. She was of 722 tons, 170 horse-power, and carried a crew of 100 men. Her length, beam, and draught were 150 ft., 33 ft., and 7 ft.

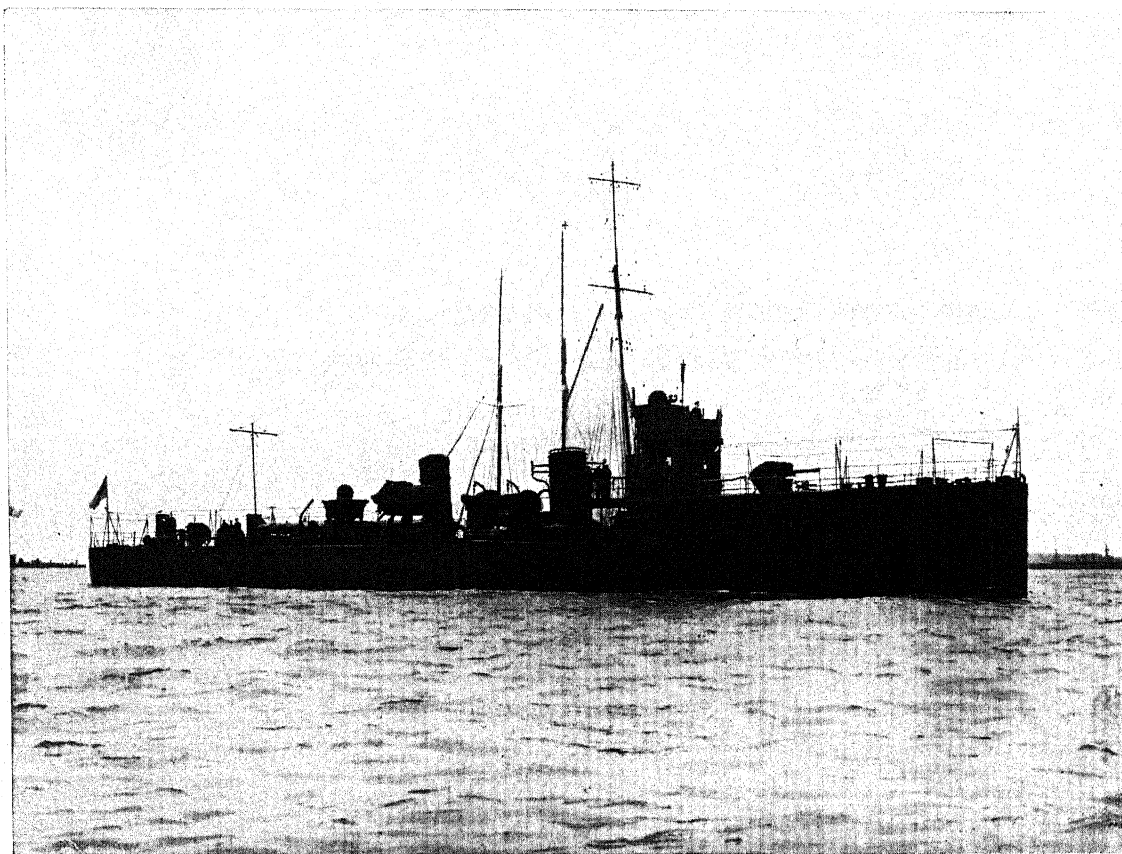
From 1847 to 1853 the "Acheron," commanded by Captain John Lort Stokes, made a most admirable survey of the west coast of New Zealand. George Henry Richards and Frederick J. O. Evans, both future hydrographers of the Navy, were pupils on board the "Acheron" at this time.

In 1855 this ship was sold at Sydney for £2150.

The third "ACHERON" was a screw sloop of 669 tons, laid down in 1860.

Before the work had proceeded very far the Admiralty ordered it to cease.

The fourth "ACHERON" was a small torpedo-boat, launched in 1879, and she



THE SIXTH "ACHERON."

From the photograph by Ernest Hopkins.

was for some time in the service of the Government of New South Wales. She was of 16 tons, 300 horse-power, and 16 knots speed. Her length, beam, and draught were 78 ft., 10 ft., and 3 ft.

The fifth "ACHERON" was a 28-gun screw vessel, launched at Millwall in 1865 as the "Northumberland." She was of 10,780 tons, 4000 horse-power, and 14 knots speed. Her length, beam, and draught were 400 ft., 59 ft., and 28 ft.

For many years this vessel acted as a stokers' training-ship at Chatham, and she was subsequently converted into a floating coal depot.

The sixth "ACHERON" is a 27-knot turbine torpedo-boat destroyer, launched at Thornycroft's yard in 1911. She is of 773 tons and 15,500 horse-power. Her length, beam, and draught are 251 ft., 26 ft., and 9 ft.

ACHILLES

ACHILLE

The Seven Years' War—

Assisted to capture French "Raisonné"	1758
Captured French "Comte de St. Florentine"	1759
The blockade of Brest	1759
The blockade and bombardment of Le Havre	1759
The bombardment and reduction of Belle Isle	1761

The Wars of the French Revolution and Empire—

The battle of Trafalgar	1805
Recaptured British "Berwick" from French	1805
The Walcheren Expedition	1809
Hornby's passage of the Dardanelles	1878
The Egyptian War—	
The occupation of Alexandria	1882

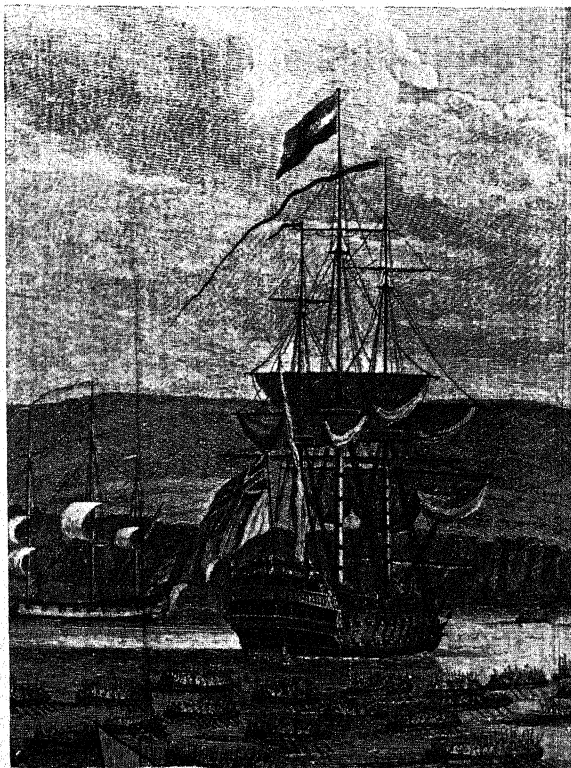


ACHILLES.—The principal figure of the *Iliad* of Homer. He was the son of Peleus, king of Phthia, and Thetis, a sea goddess, and was the bravest of all the Greeks in the Trojan War. During his infancy Thetis plunged him in the Styx, thus making every part of his body invulnerable except the heel by which she held him. He was taught music and the art of war by the centaur Chiron. He accompanied the Greek expedition to Troy. Vulcan, at the entreaty of Thetis, made him a strong suit of armour which was proof against all weapons. He was deprived by Agamemnon of his favourite mistress Briseis, who had fallen to his lot at the division of the booty of Lyrnessus. In consequence of this affront, he refused to appear in the field till the death of his friend Patroclus recalled him to action and to revenge. He slew Hector, the champion of Troy, tied the body by the heels to his chariot, and dragged it three times round the walls of Troy. After thus appeasing the shades of his friend, he permitted Priam to carry away Hector's body. In the tenth year of the war Achilles was charmed with Polyxena, and as he solicited her hand in the temple of Minerva, it is said that Paris aimed an arrow at his vulnerable heel, and gave him the wound of which he died. His body was buried at Sigaeum, divine honours were paid him, and temples were raised to his memory. Some ages after the Trojan War, Alexander the Great, going to the conquest of Persia, offered sacrifices on the tomb of Achilles, and envied the hero who had found a Homer to transmit his fame to posterity.

The first "ACHILLES" was a small vessel, mounting 8 guns.

It is difficult to trace her origin, and she was probably a hired vessel.

In 1744 she went to the West Indian station, and on November 14th, 1745, she was captured by two Spanish ships near Jamaica.



After D. Serres, R.A.
Engraved by P. C. Canot.

T. H. Parker, Brothers.

THE SECOND "ACHILLES."

The second "ACHILLES" was a 60-gun ship, launched at Harwich in 1757. She was of 1234 tons, and carried a crew of 420 men. Her length, beam, and draught were 154 ft., 43 ft., and 19 ft.

On May 29th, 1758, under the command of Captain the Hon. Samuel Barrington, she was cruising with a small squadron off the French coast. The French "Raisonné," 64 guns, was sighted, and the "Dorsetshire" and "Achilles" were detached in chase. The "Dorsetshire" engaged first. The enemy suffered 61 killed and 100 wounded, while the "Dorsetshire" had only 15 killed and 20 wounded at the time of the arrival of the "Achilles." The enemy then at once hauled down her colours, and, being a fine ship, she was bought into the Navy.

On April 4th, 1759, the "Achilles," under the command of Captain the Hon. Samuel Barrington, captured, to the westward of Cape Finisterre, the very large French privateer "Comte de St. Florentine," mounting 60 guns, and the prize was soon afterwards bought into the Navy. The engagement lasted two hours. The French

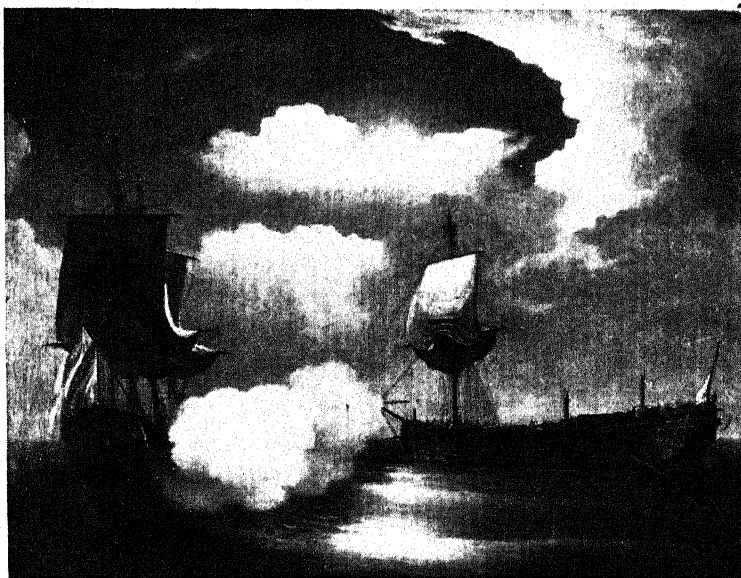
captain was killed, and his ship had 116 of her men killed or wounded. The "Achilles" had only 25 killed and wounded.

In June 1759 the "Achilles," under command of Captain the Hon. Samuel Barrington, was in a fleet of twenty-five sail of the line and many frigates, under Admiral Sir Edward Hawke. They blockaded the enemy into Brest. In the course of the blockade the "Achilles" ran on a rock when in pursuit of some French vessels, and had to go home for repairs, which fortunately only took a short time.

On July 2nd, 1759, the "Achilles" left England flying the flag of Rear-Admiral G. B. Rodney in a squadron of 17 vessels, and she arrived off Le Havre on the following day. The squadron were ordered to endeavour to destroy the flat-bottomed boats and the supplies which had been collected for the projected invasion of England.

The ships anchored in the channel leading to Honfleur, and threw shells at the town, magazines, and boats for fifty consecutive hours, and did immense damage without receiving any injury worth mentioning. They remained off Le Havre, establishing a blockade for the rest of the year, and captured numerous French prizes while engaged on this service.

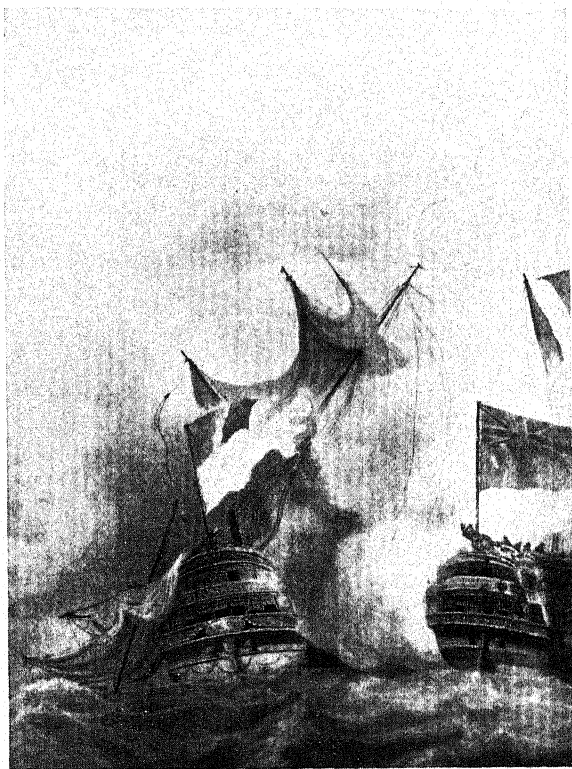
In 1761 the "Achilles," commanded by Captain the Hon. Samuel Barrington, was one of a fleet of 31 ships, frigates, sloops, and bombs which were under Commodore the Hon. Augustus Keppel with his broad pennant in "Valiant." They carried with them 10,000 troops, sailed on March 29th, and reached Belle Isle, on the French coast, on April 6th. The "Achilles" on April 8th silenced a 4-gun battery at the mouth of the bay. Troops were landed the same day and were beaten back. On April 22nd, after some bad weather had interrupted the operations, the troops were again landed, and the French retired before them to Palais. Batteries were now erected against the town, and until the middle of May the place was subjected to a fierce bombardment. On June 8th the governor surrendered the town. The English lost 310 killed and 500 wounded, besides many who died of disease. The "Achilles" took the despatches home, and Captain Barrington, on his arrival, as was usual in such cases, was presented with £500 by the King.



Painted by D. Serres, R.A.

The Painted Hall, Greenwich.

THE SECOND "ACHILLES" CAPTURES "COMTE DE ST. FLORENTINE."



Painted by N. Pocock.

Royal United Service Institution.

THE CAPTURE OF THE FIFTH "ACHILLES."

THE KING'S SHIPS

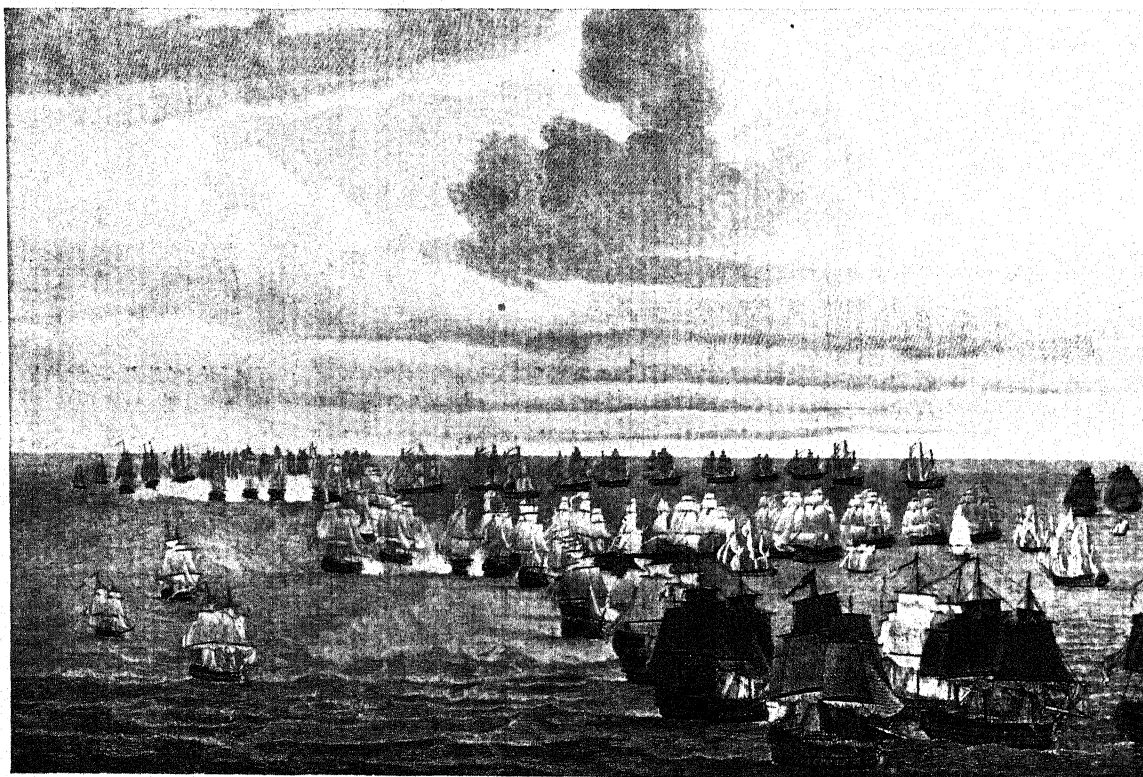
ACHILLES

In 1784 the "Achilles" was sold for £1750.

The third "ACHILLES" was the French 64-gun ship "L'Achille," which was captured after a short but very bloody action off Cadiz on July 17th, 1761, by the "Thunderer," Captain Proby.

During the fight one of the upper-deck guns of the "Thunderer" burst, blowing up a great part of the poop and killing and injuring a great number of men. The French vessel was eventually carried by boarding, the "Thunderer" losing 17 killed and 114 wounded altogether. The "Achille" lost 32 killed and 210 wounded.

The fourth "ACHILLES" was a 14-gun storeship, purchased for £6331 in 1781.



After N. Pocock. Engraved by J. Fittler.

THE ATTACK AT TRAFALGAR.

British Museum.

She was of 420 tons, and her length, beam, and draught were 82 ft., 31 ft., and 12 ft.

In 1784 this vessel was sold for £1750.

The fifth "ACHILLES" was a French 74-gun ship, captured by the "Ramillies" on the occasion of Admiral Earl Howe's victory over the French on the Glorious First of June, 1794.

In 1796 this vessel was broken up at Plymouth.

The sixth "ACHILLES" (sometimes called "Achille") was a 74-gun ship, launched at Gravesend in 1798. She was of 1930 tons, and carried a crew of 700 men. Her length, beam, and draught were 182 ft., 49 ft., and 18 ft.

In 1799 the "Achilles" lay at Berehaven in a fleet commanded by Admiral Lord Bridport, waiting for an anticipated invasion of Ireland by the French. The squadrons cruised to Rochefort and then returned to England.

On October 21st, 1805, the "Achilles," commanded by Captain Richard King, took part in the battle of Trafalgar.

The English fleet consisted of 27 ships, 4 frigates, and 2 small craft under Vice-Admiral Lord Nelson with his flag in "Victory."

The Franco-Spanish fleet consisted of 33 ships, 5 frigates, and 2 small craft under Vice-Admiral Villeneuve and Admiral Don Frederico Gravina.

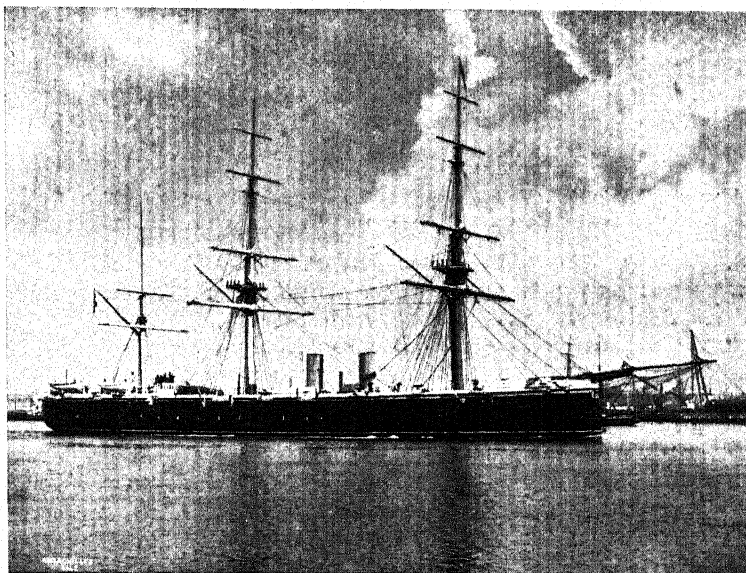
At daybreak the enemy were discovered 11 miles to leeward. The British fleet stood down to the attack in two lines, and the French opened fire on the leader of the lee line at noon. At 12.10 Vice-Admiral Cuthbert Collingwood broke the enemy's line, and at 1 P.M. Lord Nelson did the same. As soon as the light wind permitted, the remaining British ships came up and engaged, and by 1.30 the battle was at its height. The "Achilles," as seventh ship of the lee column, passed astern of the "Montanez," luffed up, and engaged that vessel from leeward. When the "Montanez" sheered off, the "Achilles" silenced the Spanish "Argonauta," but was unable to take possession. The "Achilles," after exchanging broadsides with her French namesake, then began an action with the French "Berwick," a vessel that had been captured while cruising under a jury-rig ten years previously. After more than an hour's fighting the French "Berwick" hauled down her colours and was taken possession of.

At 1.25 P.M. Lord Nelson was mortally wounded while walking the "Victory's" quarter-deck with his flag-captain, and by 3 P.M. the firing had diminished. At 4.40 P.M., having learned of the completeness of the victory, the British Commander-in-Chief quietly and without a struggle ceased to breathe. By 5 P.M. the fight was over, the fleet being 8 miles N.W. by W. of Trafalgar. The British lost 449 killed, which included Vice-Admiral Lord Nelson, 2 captains, and 34 officers; and 1241 wounded, which included 106 officers.

The British ships suffered severely in the hulls, and many were wholly or partially dismasted. The Franco-Spaniards lost 18 ships captured, of which one blew up. It appears that the

enemy lost about 7000 killed and wounded, which included 2 admirals and 7 captains killed. The remainder of the allied fleet managed to escape, and six months afterwards the French Commander-in-Chief, Vice-Admiral Villeneuve, died at Rennes, it is said by his own hand, and was buried without military honours. Of the 17 prizes, 2 sank, 6 were wrecked and lost in a storm after the battle, 2 were burned, and 1 was destroyed. The eldest surviving brother of Lord Nelson was created an Earl with £5000 a year settled on the title in perpetuity, and given £99,000 to buy an estate. An annuity of £2000 was assigned to Lady Nelson, and a sum of £15,000 was given to each of Nelson's two sisters. Vice-Admiral Collingwood was created a Peer with £2000 a year, and Flag-Captain Thomas Masterman Hardy was made a Baronet. A large number of lieutenants were promoted, and the fleet received the thanks of both Houses of Parliament. The "Achilles" lost 13 killed and 59 wounded.

On July 28th, 1809, the "Achilles" sailed from the Downs in a fleet of 246 men-of-war of various kinds, commanded by Rear-Admiral Sir Richard Strachan with his flag in "Venerable." Four hundred transports accompanied the expedition, carrying some 40,000 troops under the Earl of Chatham. Many of the men-of-war removed their lower-deck guns and carried horses. The expedition set forth to destroy all the French ships in the Schelde, and at Antwerp, to demolish the dockyards at Antwerp, Flushing, and Ter Neuze, and to render the Schelde no longer navigable for big French ships. This affair was of a military rather than a naval



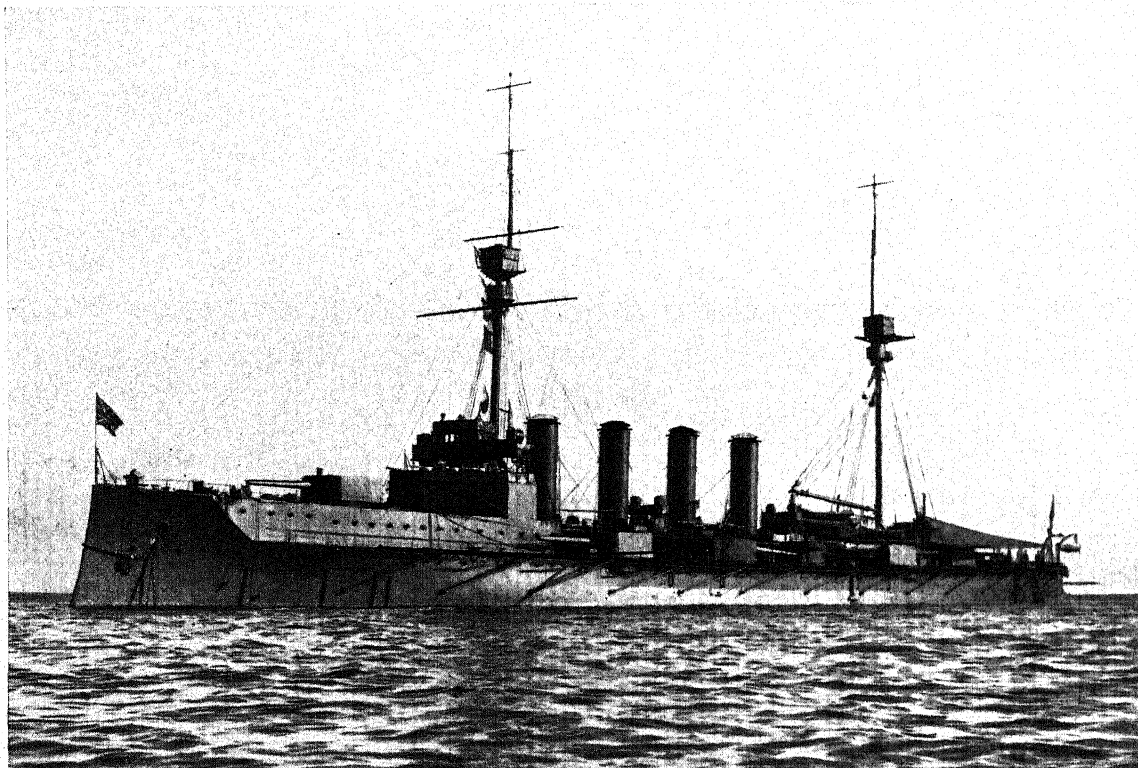
From the photograph by H. J. Symonds.
THE SEVENTH "ACHILLES."

character. The fleet assisted by bombarding and by the landing of a naval brigade in the capture of the Island of Walcheren, and in the bombardment, siege, and capture of Flushing. But the Earl of Chatham was fonder of his own personal comfort than of work, and after the Island of Walcheren, with its batteries, basins, and arsenals, had been reduced, the British force withdrew.

In 1823 the "Achilles" was partially rebuilt, and in 1864 she was sold for £6300.

The seventh "ACHILLES" was a 50-gun screw ship, launched at Chatham in 1861. She was of 9820 tons, 5720 horse-power, and 14 knots speed. Her length, beam, and draught were 380 ft., 58 ft., and 27 ft.

In 1878 the "Achilles," commanded by Captain Sir William Hewett, was one of a squadron of six ships under Vice-Admiral Hornby, with his flag in "Alexandra," which cleared for action



THE EIGHTH "ACHILLES."

From the photograph by Ernest Hopkins.

and proceeded through the Dardanelles to Constantinople to protect British interests during the conflict between Russia and Turkey. The Turks did not obstruct the passage of the ships, and no fighting took place. The "Achilles," if fighting had occurred, was to have silenced Namasghia. Admiral Geoffrey Hornby was deservedly rewarded with a K.C.B. for his tactful management of the situation.

In 1882 the "Achilles," commanded by Captain Edward Kelly, arrived too late to take part in the bombardment of Alexandria, but she assisted in the occupation of the town, and Captain Edward Kelly became the head of the Transport service.

The "Achilles" eventually went to Malta to act as depot ship, and her name was changed to "Hibernia." This vessel's name was again changed, this time to "Egmont" in 1904, when a first-class battleship was laid down as the "Hibernia."

The eighth "ACHILLES" is a 10-gun twin-screw cruiser, launched at Elswick in 1905. She is of 13,350 tons, 23,275 horse-power, and 23 knots speed. Her length, beam, and draught are 480 ft., 73 ft., and 27 ft.

ACTÆON

ACTÆON, ACTEON

The Seven Years' War—

Assisted to capture French "Robuste" . . .	1758
The bombardment and reduction of Belle Isle .	1761
The reduction of Isle d'Aix	1761
The capture of Martinique	1762

The War of American Independence—

The attack upon Charleston, South Carolina .	1776
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The Wars of the French Revolution and Empire—

The capture of Mauritius	1810
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The second China War—

The bombardment and capture of Canton . .	1857
The capture of the Taku Forts	1860



ACTÆON.—A famous huntsman of antiquity, the son of Aristæus and Autonoe. By ill hap he saw Diana and her attendants while they were bathing near Gargaphia. Diana changed him into a stag, and he was pursued and killed by his own dogs.

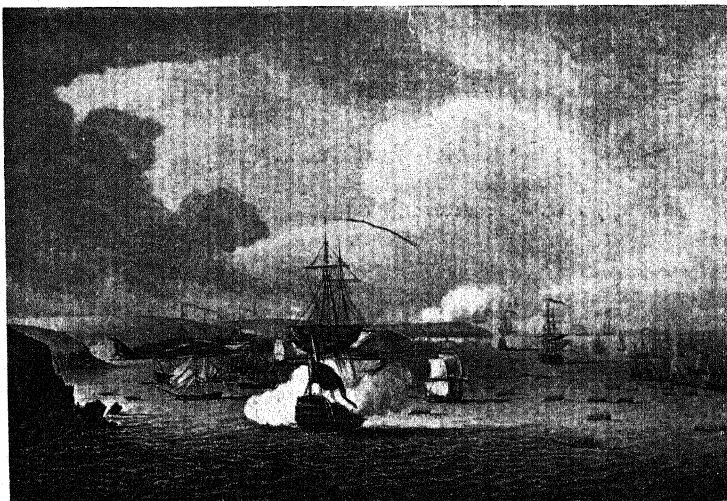
The first "ACTÆON" was a 28-gun frigate, launched at Chatham in 1757. She was of 585 tons, and carried a crew of 200 men. Her length, beam, and draught were 118 ft., 34 ft., and 10 ft.

In December 1758 while in company with the "Alcide" the "Actæon" engaged and captured the French 74-gun ship "Robuste," then armed *en flûte*.

In 1761 the "Actæon," commanded by Captain Paul Henry Ourry, was one of a fleet of 31 ships, frigates, bombs, and sloops, which were under Commadore the Hon. Augustus Keppel with his broad pennant in "Valiant." They carried 10,000 troops and reached Belle Isle on the French coast on April 6th. On April 8th a four-gun battery at the mouth of the bay was silenced, and the troops were landed only to be beaten back. After some bad weather had interrupted the operations, the troops were again landed, and the French retired before them to Palais. Batteries were now erected against the town, and until the middle of May a fierce bombardment took place. On June 8th the governor surrendered, the British having lost 310 killed and 500 wounded, besides many who died of disease.

After the landing on Belle Isle the "Actæon" was one of a squadron of 10 ships under Captain Sir Thomas Stanhope of the "Swiftsure," which were detached by the Commadore to attack any French ships lying in Basque Roads, and to destroy the works on the Isle D'Aix. No ships were discovered, but the destruction of the works was satisfactorily accomplished by June 22nd, with very little loss in spite of the interference of some French prames from the mouth of the Charente.

In 1761 the "Actæon," commanded by Captain Paul H. Ourry, proceeded to the West Indies, and joined a fleet under Rear-Admiral Rodney at Barbados, on November 22nd. The "Actæon" was at once detached to blockade Martinique. On January 7th, 1762, a fleet of 40 ships, frigates, sloops, and bombs with nearly 10,000 troops, appeared off the island. On January 16th the attack began by all ships bombarding the batteries of Fort Royal Bay, and when these batteries were silenced, the troops landed and marched the six miles to Fort Royal

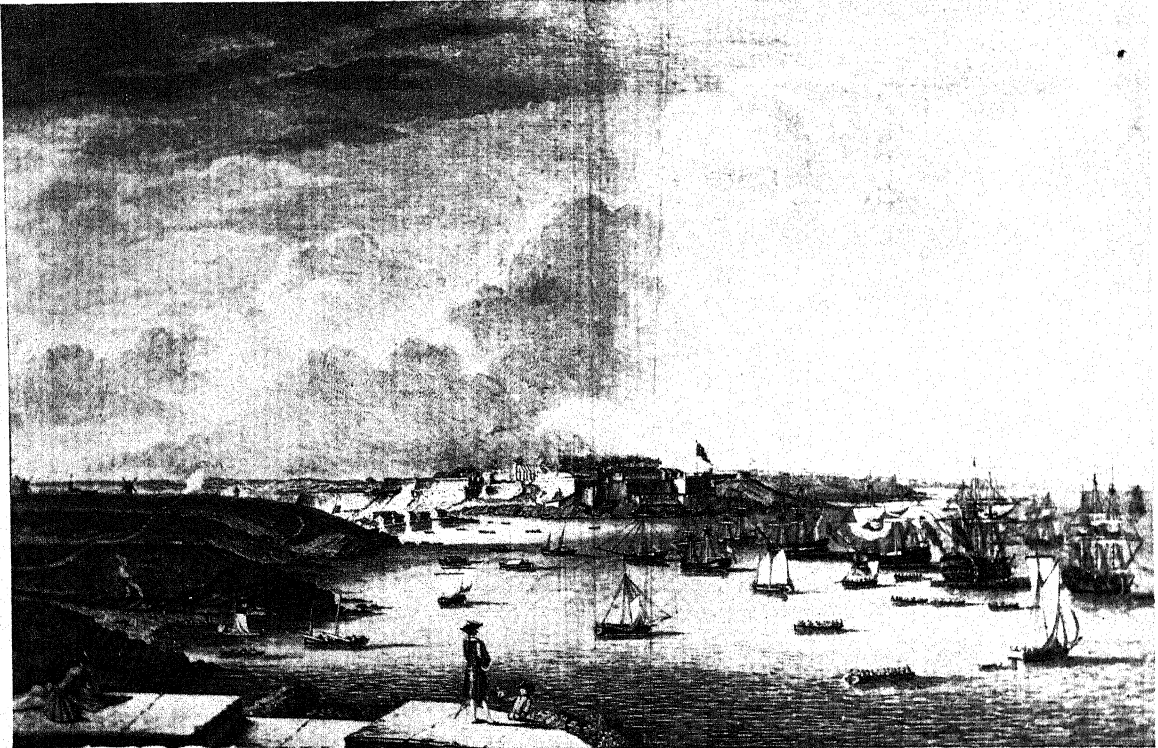


After D. Servès, R.A.
Engraved by P. C. Canot.

T. H. Parker, Brothers.

THE CAPTURE OF BELLE ISLE.

Bay. The necessary guns were then dragged to the front by the men of the fleet, and on the 25th the batteries began to bombard. The citadel surrendered on February 4th, and by



After R. Short. Engraved by P. C. Canot.

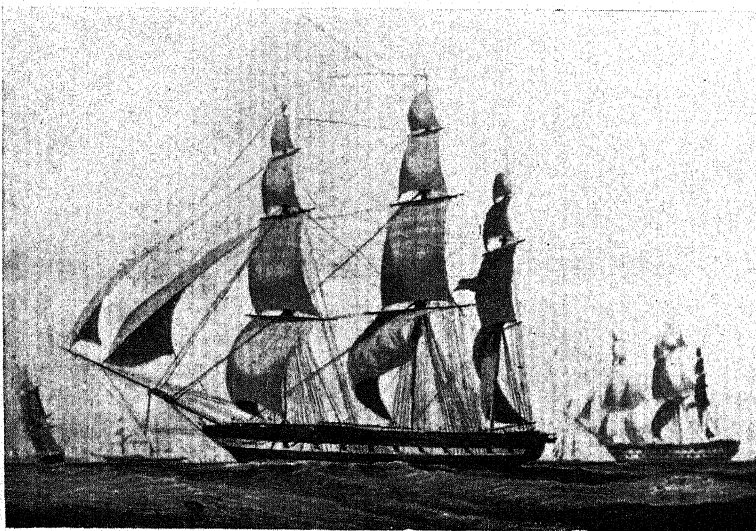
THE CAPTURE OF BELLE ISLE.

T. H. Parker, Brothers.

February 16th the whole island was in the possession of the British. The English loss was 500 killed and wounded.

In 1776 the "Actæon," commanded by Captain Christopher Atkins, was one of a fleet

commanded by Vice-Admiral Lord Howe, operating against the North American Colonies. She was then detached for an attack upon Charleston, South Carolina, under Commodore Sir Peter Parker. To the "Actæon" and two other ships was assigned the duty of enfilading the main front of Fort Moultrie. Owing to the ignorance of the pilots all three vessels ran aground on the Middleground Shoal. Two ships got off and retreated, but the "Actæon" stuck fast, and was set on fire and abandoned by her officers. Before she blew up, the Americans boarded her, and secured her colours, bell, and some other trophies.



Lithographed by T. G. Dutton.

Royal United Service Institution.

THE FIFTH "ACTÆON."

The second "ACTÆON" was a 44-gun frigate, launched on the Thames in

1778. She was of 887 tons, and carried a crew of 300 men. Her length, beam, and draught were 140 ft., 38 ft., and 14 ft.

In 1802 this "Actæon" was sold.

The third "ACTÆON" was the French 16-gun vessel "Actéon," which was captured off Rochefort on October 2nd, 1805, by the British 40-gun frigate "Egyptienne."

On November 29th, 1810, the "Actæon," commanded by Commander Ralph, Viscount Neville, was one of a fleet of 22 vessels which arrived off Mauritius, commanded by Vice-Admiral Albemarle Bertie with his flag in "Africaine." About fifty transports with 10,000 troops, commanded by Major-General the Hon. John Abercromby, accompanied the expedition. A large naval brigade accompanied the soldiers, who were landed in Grand Baie. The enemy were driven

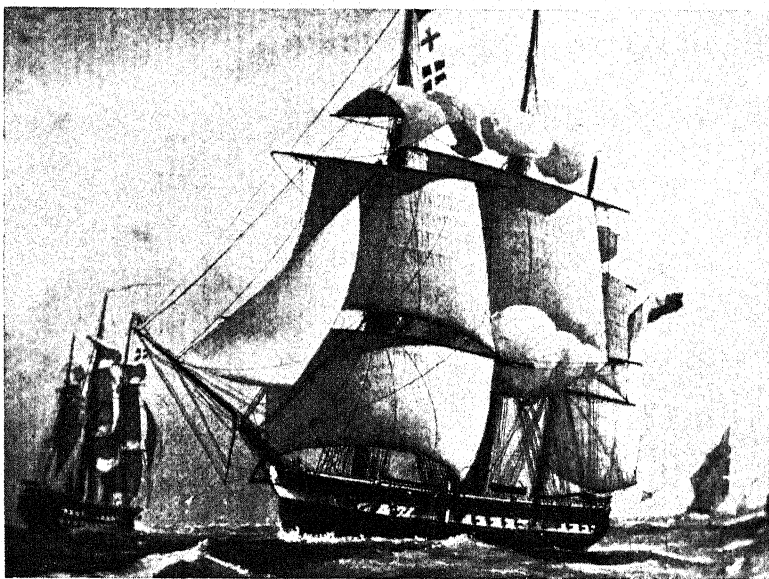
back, and the French General, realising that he could make no effective stand, formally surrendered the entire island on December 3rd. Eight French men-of-war and several merchantmen lying in Port Louis were included in the surrender.

In 1816 this "Actæon" was broken up.

The fourth "ACTÆON" was a 26-gun ship, launched at Portsmouth in 1831. She was of 620 tons, and carried a crew of 175 men. Her length, beam, and draught were 122 ft., 34 ft., and 13 ft.

In 1857 the "Actæon," commanded by Captain William Thornton Bate, was one of an Anglo-French fleet of 32 ships, under Admiral Sir Michael Seymour, which took part in the bombardment of Canton. British and French troops and a naval brigade

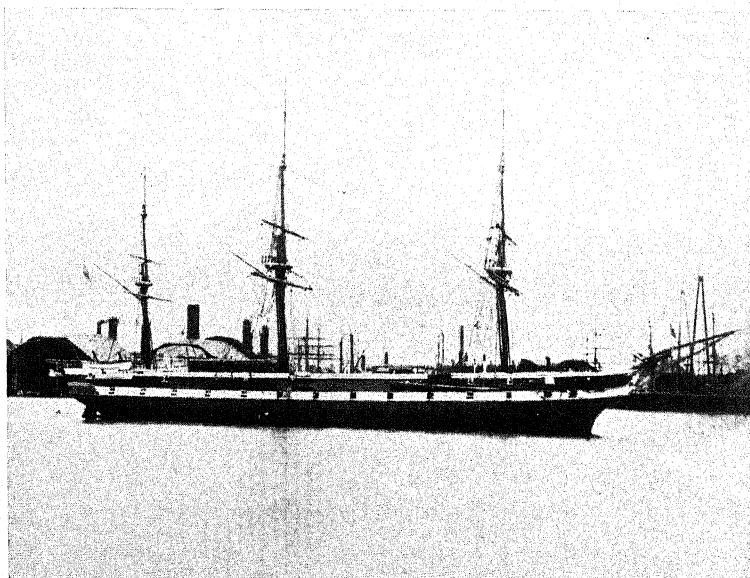
1500 strong were landed, and co-operated in the attack. Captain Bate of the "Actæon," a most valuable officer and a noted surveyor, was shot dead by a gongall ball in the advance. On the 29th, the scaling-ladders were sent forward, and an hour after the assault the town was



Painted by W. F. Mitchell.

The Ward Room Officers, H.M.S. "Vernon."

THE FIFTH "ACTÆON."



From the photograph by H. J. Symonds

THE SEVENTH "ACTÆON."

captured and occupied, and 400 guns were destroyed. The naval brigade in the whole operations lost 7 killed and 32 wounded.

The "Actæon" took part in some of the consequent operations, including the capture of the Taku Forts in 1860, under Commander John Ward, and she made many useful surveys to assist the fleet.

In 1889 this "Actæon" was sold.

The fifth "ACTÆON" was a 50-gun frigate, launched as the "Vernon" at Woolwich in 1832. She carried a crew of 450 men, was of 2388 tons, and her length, beam, and draught were 176 ft., 53 ft., and 18 ft.

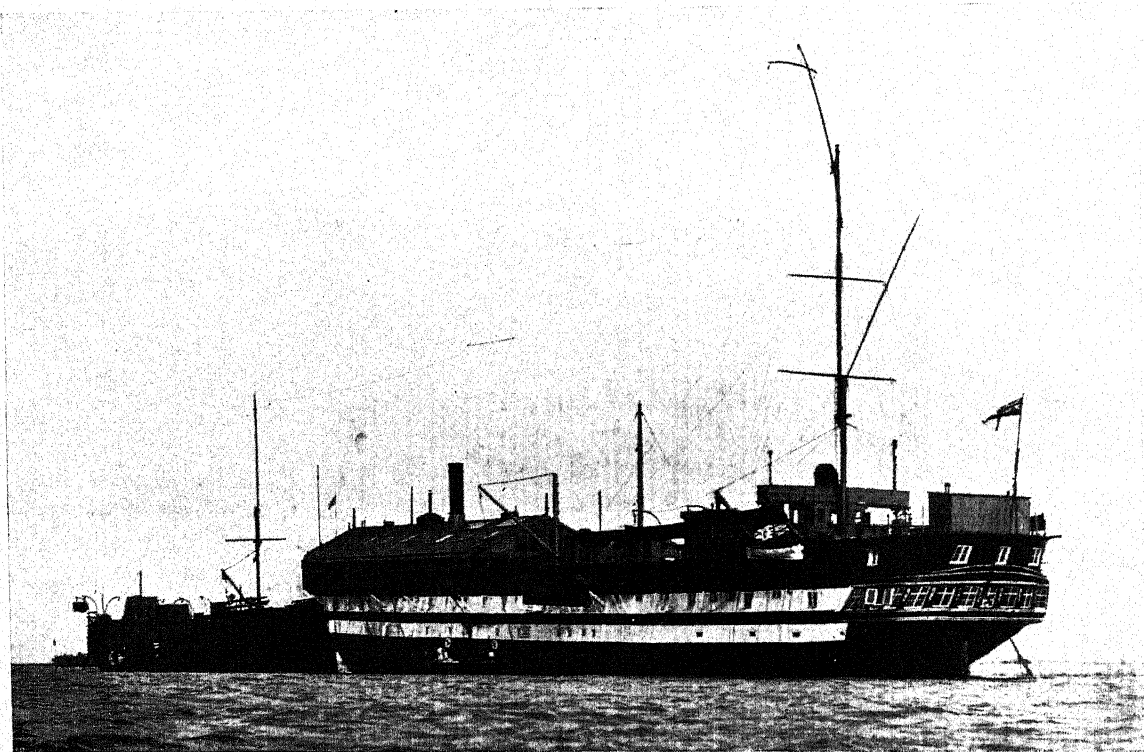
This vessel is attached to the Torpedo School in Portsmouth Harbour.

The sixth "ACTÆON" was an 8-gun screw corvette, launched as the "Dido" at Portsmouth in 1869. She was of 1760 tons, 2520 horse-power, and 13.6 knots speed. Her length, beam, and draught were 212 ft., 36 ft., and 16 ft.

This vessel is attached to the Torpedo School in Sheerness Harbour.

The seventh "ACTÆON" is a 26-gun screw frigate, launched as the "Ariadne" at Deptford in 1859. She is of 4538 tons, 3350 horse-power, and carried a crew of 250 men. Her length, beam, and draught are 280 ft., 51 ft., and 16 ft.

In 1905 this vessel became the Torpedo School at Sheerness.



From the photograph by Abrahams & Sons.

THE SEVENTH "ACTÆON" (TORPEDO SCHOOL).

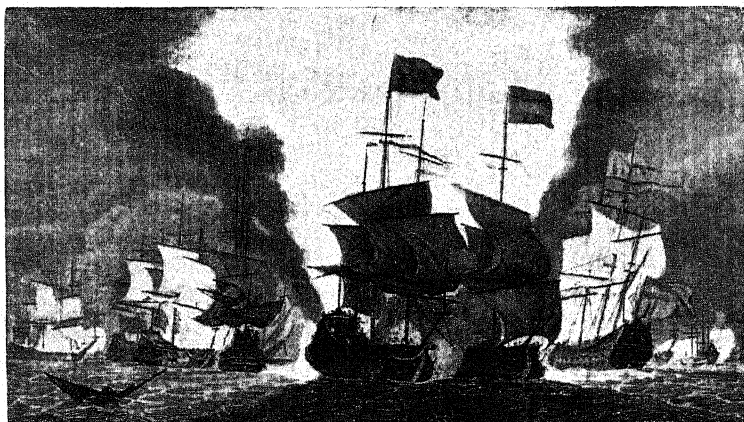
ADVENTURE

The Elizabethan War with Spain—	
The attack on San Juan de Puerto Rico . . .	1595
Action with Spaniards off Cuba . . .	1596
Action with Spaniards off Cezimbra . . .	1602
Action with Spanish Brazilian Fleet . . .	1602
Action with Spanish fleet off Terceira . . .	1602
The attack on Cezimbra . . .	1602
Charles I.'s War with France—	
Assisted to capture French "St. Esprit" . . .	1627
The Ship Money fleets . . .	1636-37
The second English Civil War—	
The blockade of Kinsale . . .	1649
Engaged six Dutch ships off Harwich . . .	1650
The blockade of Lisbon . . .	1650
Action with Spanish Brazilian fleet . . .	1650
The first Dutch War—	
Blake's action with Tromp off Dover . . .	1652
Assisted to recapture British "Phoenix" from the Dutch . . .	1652
The battle of Portland . . .	1653
The first battle off the North Foreland . . .	1653
Monck's actions off Dutch coast . . .	1653
The second Dutch War—	
Action with four French ships . . .	1666
Defeat of three Dutch ships . . .	1666
The third Dutch War—	
Assisted to capture two Dutch privateers . . .	1672
Assisted to destroy Algerine "Citron Tree" . . .	1680
Attacked and destroyed two Algerine men-of-war, and captured "Calabash" . . .	1680
Captured Algerine "Golden Horse" . . .	1681
Drove ashore Algerine "Flower Pot" . . .	1682
The War of the English Succession—	
Assisted to capture French "Diligente" . . .	1692
The battles off Cape Barfleur and La Hogue . . .	1692
Captured numerous French privateers . . .	1692
Assisted to capture French "Content" and French "Trident" . . .	1695
The War of the Spanish Succession—	
Action with French squadron off Holland . . .	1703
Assisted to capture French "Child's Play" . . .	1706
The Seven Years' War—	
Action with French "Infernale" . . .	1756
Action with French "Maschault" . . .	1758
Bombardment and reduction of Belle Isle . . .	1761
Captain Cook's second voyage of discovery . . .	1772
Surveys in the Gulf of Trinidad . . .	1825
The second China War—	
Captured the town of Namtao . . .	1858
The attack and capture of the Taku Ports . . .	1860
Operations on Lake Nyassa . . .	1893

ADVENTURE.—An enterprise of hazard or risk. A Bill of Adventure, a writing or receipt given by one who ships goods at the risk of another, binding himself to account for the proceeds of the said goods. A gentleman adventurer, a term of Queen Elizabeth's time, signifying one who invested capital in a sea enterprise, upon which he himself embarked.

The first "ADVENTURE" was a 26-gun ship, acquired for the Navy during the reign of Elizabeth. She was built in 1594, and was of 343 tons. Her length, beam, and draught were 88 ft., 26 ft., and 12 ft., and her crew of 120 was made up of 88 mariners, 12 gunners, and 20 soldiers. Her heavy armament consisted of 4 culverins, 11 demi-culverins, and 5 sakers. Her light armament was 2 fowlers and 4 fowler chambers.

In 1595 the "Adventure," commanded by Captain Thomas Drake, was one of a fleet commanded by Sir Francis Drake, who flew his flag in "Defiance," and Sir John Hawkins, who flew his flag in "Garland." They set forth against the Spanish possessions in the West Indies, attacked San Juan de Puerto Rico, but were repulsed, Sir John Hawkins dying a natural death during the expedition. The Spaniards had captured the "Francis," and having tortured the Captain, forced him to disclose the plans of attack, and so were quite ready for the English when they came. Sir Francis Drake died



After R. Clevely.

BLAKE AND TROMP OFF DOVER.

British Museum.

and was buried at sea. The fleet then fought an action, and beat off 20 Spanish sail off Cuba, but was badly mauled in the process. The English ships arrived in England in May 1596 full of sorrow at the loss of their leaders.

In 1602 the "Adventure" was one of a naval expedition under Admiral Sir William Monson, who flew his flag in "Swiftsure," designed to prevent Spanish interference with Ireland, and they exchanged a few shots with the galleys off Cezimbra. On one occasion the "Adventure" and "Swiftsure" and others found themselves after dark in the midst of the Spanish fleet. The "Adventure" was recognised by the Spaniards, and some of her men were wounded, but the enemy gave up the chase, and the English ships escaped. On the return journey to England the "Adventure" met the Spanish Brazilian fleet, and after a short action was compelled to draw off somewhat damaged.

In 1602 the "Adventure," commanded by Captain Trevor, was one of a squadron of 8 men-of-war under Sir Richard Leveson, with his flag in "Repulse," which sailed to observe the Spanish coast and to attack Cezimbra. They met the Spanish Plate fleet, and engaged soon after they left Terceira, but having only 5 ships assembled at the moment, while the enemy had 38, they could effect nothing, and were fortunate in being able to escape capture. The "Adventure" engaged in the attack on Cezimbra, and on the Spanish carracks assembled there, and then returned to England.

In 1627 the "Adventure" was one of a squadron of 7 ships under Sir Sackville Trevor, with his flag in "Assurance," which established an informal blockade of the Dutch coast. At that time the French were building ships in Holland, and in October it was found that a half-manned ship was lying ready for sea in the Texel. Sir Sackville Trevor bribed a pilot to take his ships in, and in spite of the presence of 18 Dutch men-of-war poured in a broadside and captured the ship. The prize, which proved to be the "St. Esprit" of 800 tons, was then brought away without further protest from the Dutch.

In 1636 the "Adventure," commanded by Captain Paramour, was one of the fleet of 27 ships commanded by Admiral the Earl of Northumberland, raised by the levying of "Ship Money." The Commander-in-Chief, who flew his flag in "Triumph," failed to find the French. But he fired on the Dutch fishing fleet for refusing to accept licences, and 8 Dutch men-of-war fled from him off Portland. During the cruise two ships were lost, one owing to the vessel's bottom falling out. Actively this great fleet did nothing, but indirectly it kept the French out of the English Channel.

In 1637 this fleet was abroad again, but with barren results.

In 1645 the "Adventure" was broken up, having served under three sovereigns.

The second "ADVENTURE" was a 38-gun ship, launched at Woolwich in 1646. She was of 438 tons, and her length, beam, and draught were 116 ft., 29 ft., and 11 ft.

In 1649 the "Adventure," commanded by Captain Andrew Ball, was one of a small squadron under Robert Blake, Admiral and General-at-Sea, which sailed for Kinsale. Upon arrival they established a blockade of the Royalist squadron, which under Prince Rupert had seceded from Parliament. A gale blew Blake's squadron to leeward, whereupon Prince Rupert escaped. The "Adventure" and others then proceeded to cruise off the Lizard in case the Royalist Prince made his headquarters at Scilly. The squadron failed to sight the Prince because he had gone to Lisbon.

In February 1650 the "Adventure," commanded by Captain Andrew Ball, sailed from Plymouth in a fleet of 16 ships under Robert Blake, with his flag in "George," in pursuit of Prince Rupert and the Royalist ships. The fleet successfully blockaded Rupert into Lisbon and had many indecisive brushes with him. On September 14th the Spanish Brazilian fleet hove in sight, and an action followed in which the Brazilian fleet were defeated; 7 ships were taken or destroyed, and the "Adventure" accounted for one, returning home soon afterwards. Prince Rupert managed to escape from Lisbon while Blake was away victualling his fleet.

On May 19th, 1652, the "Adventure" lay at Dover with 9 ships under Captain Nehemiah Bourne. Admiral Martin Tromp appeared off Dover with a fleet of 42 ships. Robert Blake, General-at-Sea, lying at Rye, at once put to sea with a fleet of 12 ships, and joined Captain Bourne, the combined British forces approaching the Dutch. Tromp placed the bloody flag under his colours, and fired the first broadside at about 2 p.m. The battle raged until dark, and from time to time boat-loads of Kentish fishermen joined the fleet with admirable spirit and helped to serve the guns. The "Adventure" under Bourne attacked the Dutchman's

straggling rear. The Dutch lost two ships, recovering one when the English sent her adrift as unseaworthy. The English fortunately lost no ships. The Dutch then stood away to the French coast. As a result of this battle a guard had to be placed over the Dutch ambassador's house in Chelsea to protect him from the fury of the mob. The "Adventure" then accompanied Robert Blake to the North Sea, where he captured 12 small frigates guarding the fishing fleet and 100 fishing busses, and scattered the rest of the Dutch fishing fleet.

The "Adventure" then proceeded to the Mediterranean, where she was blockaded into Leghorn by the Dutch, in a squadron commanded by Captain Henry Appleton. Some of the "Adventure's" men took part in the recapture of the British "Phoenix" from the Dutch off Leghorn. The fight was carried out after dark and without firearms, the use of which it was considered would be a violation of the rights of the port. Hatchets, cutlasses, and bags of flour did the work quite successfully, but the Duke of Tuscany considered the whole affair to be a breach of hospitality and insisted on the "Phoenix" being restored.

In 1653 the "Adventure," believed to have been commanded by Captain Robert Nickson, took part in the fighting with the Dutch known as the battle of Portland. The Dutch fleet, which was escorting a convoy of 200 sail to Holland, was commanded by Admiral Tromp and consisted of about 85 sail. The English under "General" Robert Blake were of about equal strength, though accounts differ very much as to their number, and it is only quite recently that the Navy Records Society has issued a list of the ships supposed to have been engaged. The first action took place on February 18th when Tromp fell upon an inferior number of ships under Blake, a large number of the English fleet being too far to leeward to engage. This action was followed by a three days' running fight up Channel, but disorder crept in as the Dutch convoy lost faith in their escort, and many Dutch men-of-war put to flight when their ammunition was expended. The Dutch disappeared during the night of the 20th and 21st, and the English victory was assured. Accounts of the losses differ considerably, but it appears that the Dutch lost about 20 ships, 2000 killed, many wounded, 1500 prisoners, and about 40 of their merchant convoy. The English lost some 300 killed, 800 wounded, and were compelled to abandon and sink one ship. Two or three English ships were captured by the Dutch, but were subsequently retaken. Several of the best English ships were absent from this fight, owing to injuries received at the battle of Kentish Knock, or doubtless this affair would have been more decisive.



Engraved by C. Visscher.

BATTLE OFF NORTH FORELAND.

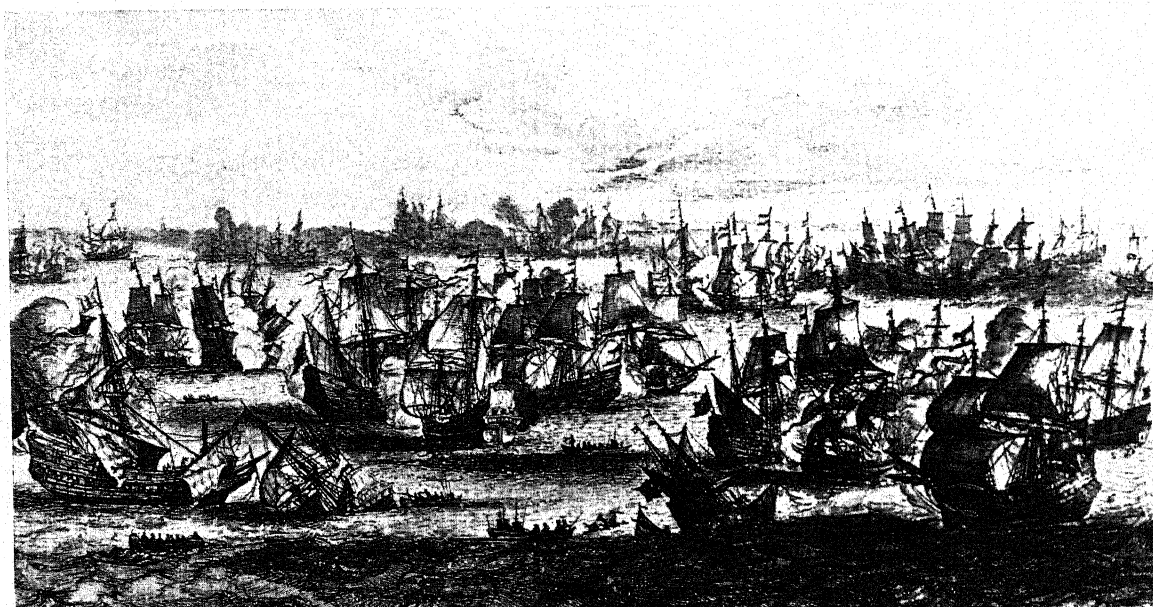
British Museum.

In 1653 the "Adventure," commanded by Captain Robert Nickson, took part in the first battle off the North Foreland in the Red Squadron of a fleet of 100 men-of-war and 5 fireships, under Robert Blake, "General," who flew his flag in "Resolution." The Dutch under Admiral Tromp consisted of 98 men-of-war and 5 fireships, and the action began at noon on June 2nd. By 3 P.M. one Dutch ship was sunk, at 6 P.M. a Dutch ship blew up, and by June 3rd the Dutch were badly beaten. Eleven prizes were brought in, 6 were sunk, 2 were blown up, and 1350 prisoners were taken. The English lost no ships. The "Adventure" subsequently took part in the blockade of the Dutch ports, the action off Katwijk, and the battle of Scheveningen, where Tromp was killed, under the supreme command of General Monck, Blake having been left in England seriously ill. After a series of fights, the Dutch were defeated, pursued, and scattered, and the English returned home.

In December 1666 the "Adventure," commanded by Captain John Torpley, fought two very smart actions with the French and Dutch. She was one of a squadron of 6 men-of-war escorting a south-bound convoy and she lost her consorts in a gale. The "Adventure" then

sighted four ships, which she very naturally assumed to be part of her own squadron, although they very soon showed that they were Frenchmen. The "Adventure" at first fled, and then wore round to meet them, springing her foremast in the manœuvre. She attacked the van ship, quickly disabled her, and then completely disabled the second. The other two ships then came up, and an action took place lasting five hours, during which time a lucky shot from the "Adventure" blew up a third vessel, which was the French senior officer's ship. In the resulting confusion the "Adventure" escaped, and although she had more than 500 shot in her hull and sails, not a single man was hurt.

On December 31st, 1666, the "Adventure" met, and immediately engaged, three Dutch men-of-war from Flushing. One attempted to board the "Adventure" but was so badly damaged that she fell off to leeward, a miserable wreck, and ultimately sank. The other two Dutch vessels after a long and fierce action were driven off. The "Adventure" at once took as a prize, a small Dutch ship which had approached the combat as an interested spectator. In spite of the fact that the "Adventure" had opposed to her 3 ships of 32, 28, and 26 guns, she had only 3 men hurt.



Engraved by C. Visscher.

THE BATTLE OF SCHEVENINGEN.

British Museum.

In 1672 while returning from the Newfoundland fisheries the "Adventure," with the "Nightingale" in company, captured a Dutch privateer and a French merchantman that was with her as prize.

In April 1680 the "Adventure," commanded by Captain William Booth, was cruising in Mediterranean waters in company with the "Bristol." About 15 miles from Tangier they met the Algerine man-of-war "Citron Tree" mounting 32 guns. After a sharp engagement they drove the enemy on shore, and the "Adventure" managed to rescue 50 Christians.

In the first week in April the "Adventure" chased the Algerine 46-gun man-of-war, "Golden Horse," but taking advantage of a calm the "Golden Horse" managed to escape by using her sweeps.

On April 11th, 1680, the "Adventure," while in company with the "Hampshire," fought a ten hours' action with four Algerine men-of-war. They drove the "Orange Tree" on shore in Tangier Road, and captured the "Calabash." The third ran ashore on Sallee Bar and became a wreck, while the fourth managed to escape.

On April 8th, 1681, the "Adventure," still commanded by Captain William Booth, fell in with her old enemy the "Golden Horse," which had escaped her in 1680. The "Golden Horse" was manned by 508 Moors and 90 Christian slaves. It must be remembered that the "Adventure" was only a 38-gun ship, manned by a crew of 130 men. The action, which began at 2 A.M., lasted until nightfall, and by this time the enemy had 109 killed, 120 wounded,

not a mast standing, and 6 feet of water in the hold. The "Adventure" suffered much less severely, and the "Golden Horse" was made a prize next morning.

In December 1682 the "Adventure," while commanded by Captain William Booth, fought and drove on shore near Mazagran the 34-gun Algerine corsair "Flower Pot."

In 1690 the "Adventure" was rebuilt at Woolwich, and became a 44-gun ship of 450 tons, with a crew of 190 men.

On May 12th, 1692, the "Adventure," commanded by Captain Charles Cornwall, was one of a squadron of six men-of-war which captured the French 36-gun "Diligente" commanded by Du Guay Trouin, the famous French cruiser officer. Du Guay Trouin on a previous occasion had hoisted English colours, deceived and fired upon the "Prince of Orange," and then escaped. Du Guay Trouin was taken to Plymouth under close arrest and was then con-



After P. Monomy. Engraved by Fowdrinier.

ENGLISH AND ALGERINE CORSAIRS.

British Museum.

fined, but he managed to escape with four companions in a small boat, and eventually reached the coast of Brittany in safety.

In 1692, while commanded by Captain Thomas Dilkes, the "Adventure" was in the Blue or Rear Squadron of a combined Anglo-Dutch fleet, commanded by Admiral of the Fleet Edward Russell, who flew his flag in "Britannia." They met and fought a French fleet under Admiral Tourville, who two years previously had won the battle of Beachy Head. The Anglo-Dutch fleet had 99 ships of the line, 38 frigates and fireships, and 6756 guns. The French fleet had 44 ships of the line, 13 frigates and fireships, and 3240 guns.

On May 19th the fleets met off Cape Barfleur, and an action which began at 10 A.M. was brought to a conclusion during the evening by a thick fog. On May 20th and 21st the French were defeated, pursued, and scattered, and on the 22nd and 23rd twelve of their men-of-war were burned in the Bay of La Hogue. In this last affair the French had hauled their ships close in shore, and the French troopers intended for the invasion of England rode down and assisted in the defence, but were pulled off their chargers by the seamen's boat-hooks. The French ships made a most gallant defence, but were completely defeated at the end of the 6 days' operations; some 20 of them escaped by running through the dangerous Race of Alderney, and 4 even went all the way round Scotland ere they reached a French port in safety.

THE KING'S SHIPS

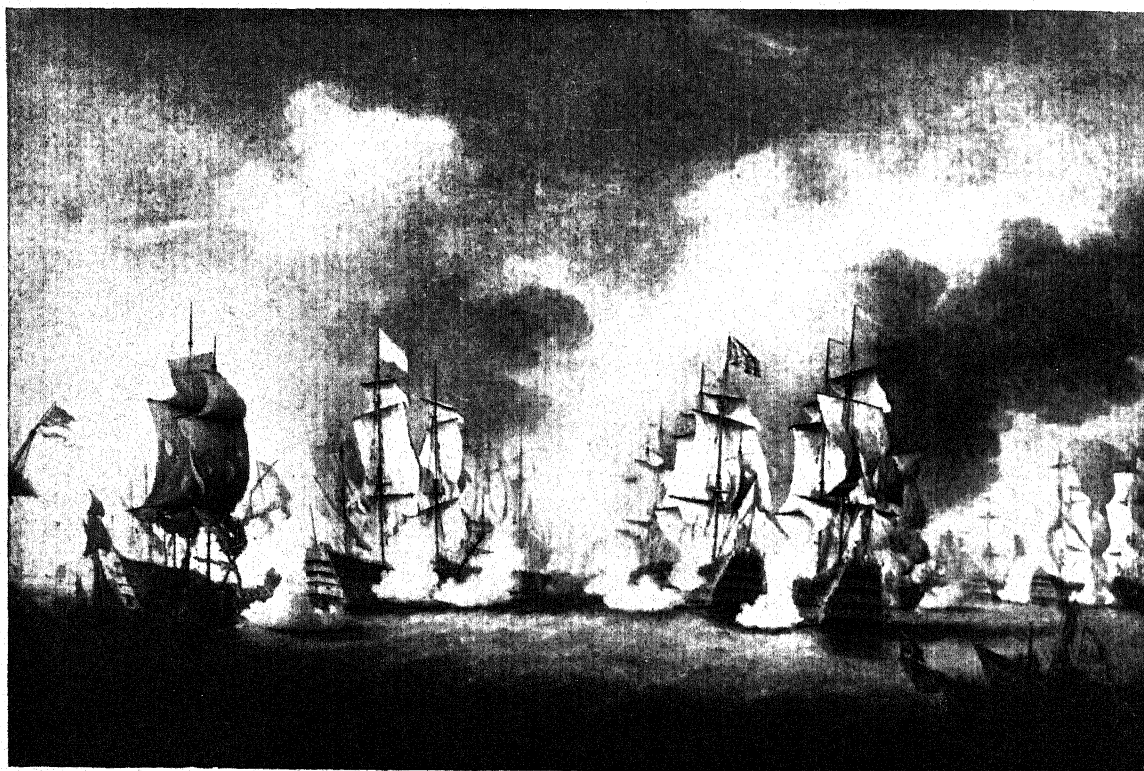
ADVENTURE

In October 1692 the "Adventure," commanded by Captain Thomas Dilkes, while cruising on the Irish station in company with the "Rupert," fought and captured a French 24-, and a French 18-gun privateer, together with two prizes and two merchantmen, which were in company.

In December 1692 the "Adventure," commanded by Captain Thomas Dilkes, captured two French 16-gun privateers at the mouth of the Channel.

In 1695 the "Adventure," commanded by Captain Charles Cornwall, was one of a squadron of 6 ships cruising off Pantelleria, and they fell in with two French ships. Both sides hoisted false colours, but after a short action and a very gallant defence the French 60-gun ship "Content" and the French 50-gun ship "Trident" were both captured.

On April 10th, 1703, the "Adventure," in company with the "Salisbury," 50 guns, and the



Painted by R. Paton.

THE BATTLE OFF BARFLEUR.

The Painted Hall, Greenwich.

hired armed "Muscovia Merchant," was escorting the trade and some yachts on the coast of Holland. They had the misfortune to fall in with a French squadron of 7 ships under the Chevalier de Saint Pol. The "Muscovia Merchant" struck, and the "Salisbury" followed suit after a two hours' fight. The "Adventure" most foolishly deserted her companions and was captured. Had she stood by them from the beginning, it is conceivable that the enemy might have been driven off, but her flight brought certain disaster upon all.

In 1704 the "Adventure" was rebuilt as a 40-gun ship.

In July 1706 the "Adventure," commanded by Captain Edmund Hicks, in company with the "Tartar," was escorting the trade to Hamburg. On the return passage they fell in with a French 24-gun ship which proved to be so easy a capture that she was added to the Navy as the "Child's Play." Unfortunately the prize foundered in the West Indies soon afterwards.

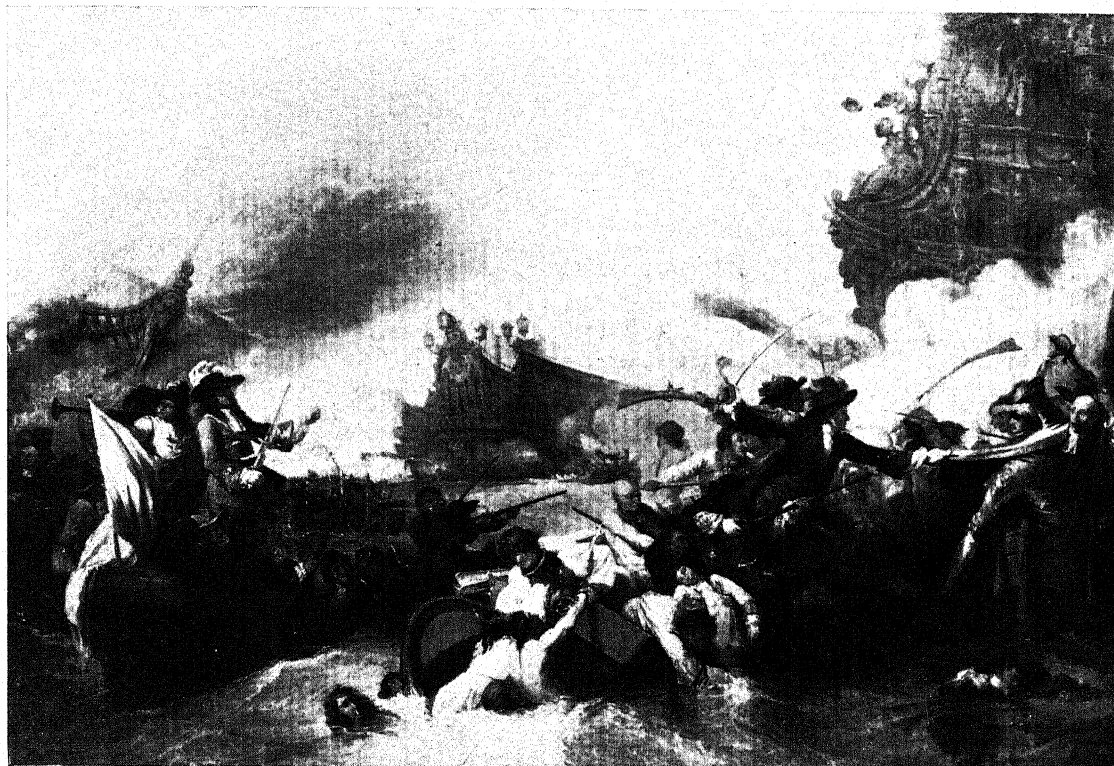
In July 1709 the "Adventure," commanded by Captain Robert Clark, was in the West Indies acting under the orders of Rear-Admiral Wager. Unfortunately the "Adventure" fell in with a superior French force and was captured, Captain Robert Clark losing his life in the defence of his ship.

The third "ADVENTURE" was a 40-gun hired armed merchantman, with a crew of 110 men.

In 1650, while commanded by Captain Wyard, the "Adventure" fought a most gallant action against a greatly superior force of 6 Dutch ships off Harwich and managed to escape. This action was so highly esteemed that medals were struck for this service, varying in value from £50 to 5s., and awarded to Captain Wyard and his men.

In 1653 the "Adventure," commanded by Captain Edward Green, took part in the battle off the North Foreland, the blockade of the Dutch ports, the action off Katwijk, and the battle of Scheveningen, but as these actions are all mentioned under the second "Adventure" no further reference to them is necessary.

The fourth "ADVENTURE" was an armed vessel, hired and fitted out for service in 1696.



Painted by B. West.

BOAT-FIGHTING AT LA HOGUE.

The Painted Hall, Greenwich

The expense was borne by certain noblemen and gentlemen, with the sanction of King James II., the object being to suppress piracy in the West Indies. A regular man-of-war could not be spared at the time owing to the war with France. A Captain William Kidd was given command, but he had not long enjoyed the position ere he himself turned pirate. He took the "Adventure" eastward of the Cape of Good Hope, and ravaged the seas from Malabar to Madagascar, and returned to America after three years' absence. In 1699 he was indiscreet enough to appear on shore at Boston. He was recognised by Lord Bellamont, the Governor, who had him seized and sent to England, where he was hanged in 1701.

The fifth "ADVENTURE" was a 40-gun ship, launched at Sheerness in 1709. She was of 532 tons, and her length, beam, and draught were 118 ft., 32 ft., and 13 ft.

In 1726 the "Adventure" was rebuilt at Portsmouth, and after serving for some years as a hulk, she was broken up in 1741, some of her timbers being used in the next "Adventure."

The sixth "ADVENTURE" was a 12-pounder 32-gun frigate, launched at Hull

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in 1741. She was of 683 tons, and she carried a crew of 220 men. Her length, beam, and draught were 124 ft., 36 ft., and 11 ft.

On January 1st, 1758, the "Adventure," commanded by Captain John Bray, while lying in Dungeness Roads was attacked by the French privateer "Maschault," which carried much heavier guns and twice the number of men than the "Adventure." An action followed characterised by great gallantry on the English side. The privateer was successfully driven off with a loss of 63 men killed and wounded, while the "Adventure" had only 1 man killed and 2 wounded.

In 1761 the "Adventure," commanded by Captain Matthew Moore, was one of a fleet of 31 ships, frigates, sloops, and bombs, under Commodore the Hon. Augustus Keppel, who flew his broad pennant in "Valiant." They sailed from England on March 29th, and with 10,000 troops reached Belle Isle on the French coast on April 6th. On April 8th a 4-gun battery at the mouth of the Bay was silenced by the guns of the fleet, but the troops who were landed on the same day were beaten back. On April 22nd, after some bad weather had delayed the operations, the troops were again landed, and the French retired before them to Palais. Batteries were now erected against the town, and the citadel was subjected to a fierce bombardment until the middle of May. On June 8th the Governor surrendered the town after hostilities in which the English lost 310 killed and 500 wounded, besides many who died of disease.

In 1770 this ship was sold at Deptford for £430.

The seventh "ADVENTURE" was a small brig, probably hired, mounting six 3-pounders.

In 1756 the "Adventure," commanded by Lieutenant James Orrock, was attacked off Flamborough Head by the large French privateer "Infernale" out of Havre, which mounted 12 guns, and was manned by 148 men. For two hours Lieutenant Orrock continued the unequal contest. But at last with all her ammunition expended, and with 5 of her crew killed and 18 wounded, the "Adventure" was compelled to surrender after an action in which she had conducted herself with the greatest possible credit. The "Infernale" lost 7 men killed, and 25 wounded.

The eighth "ADVENTURE" was a 12-gun cutter, purchased in 1763. She was of 61 tons, and carried a crew of 26 men. Her length, beam, and draught were 48 ft., 18 ft., and 5 ft.

In 1768 this cutter was sold at the Nore for £50.

The ninth "ADVENTURE" was a Whitby built collier, purchased in 1771. She was of 336 tons, and carried a crew of 35 men. Her length, beam, and draught were 99 ft., 28 ft., and 12 ft.

In July 1772 the "Adventure," commanded by Lieutenant Tobias Furneaux, sailed from England as one of Captain Cook's second expedition of discovery in the Indian Ocean. They visited the Cape of Good Hope, investigated the ice in the Antarctic Circle, visited Van Diemen's Land and New Zealand, passed Cape Horn, called at Table Bay, and returned home after an absence from England of four years and two months, during which time she had not lost a single man from sickness.

In 1783 this ship was sold for £900.

The tenth "ADVENTURE" was a 44-gun ship, launched on the Thames in 1784. She was of 896 tons, and carried a crew of 300 men. Her length, beam, and draught were 140 ft., 38 ft., and 16 ft.

This vessel was eventually fitted out as a fleet store-ship, and was taken to pieces in 1816.

The eleventh "ADVENTURE" was a 6-gun surveying vessel, launched at Lynn in 1809, and subsequently purchased into the Navy. She was of 314 tons, and carried a crew of 50 men. Her length, beam, and draught were 105 ft., 26 ft., and 13 ft.

In 1825 the "Adventure," commanded by Commander Philip P. King, sailed from England with the "Beagle" in company, and returned in 1830, having made a most extraordinarily accurate survey of the intricate channels leading from the Gulf of Trinidad. In

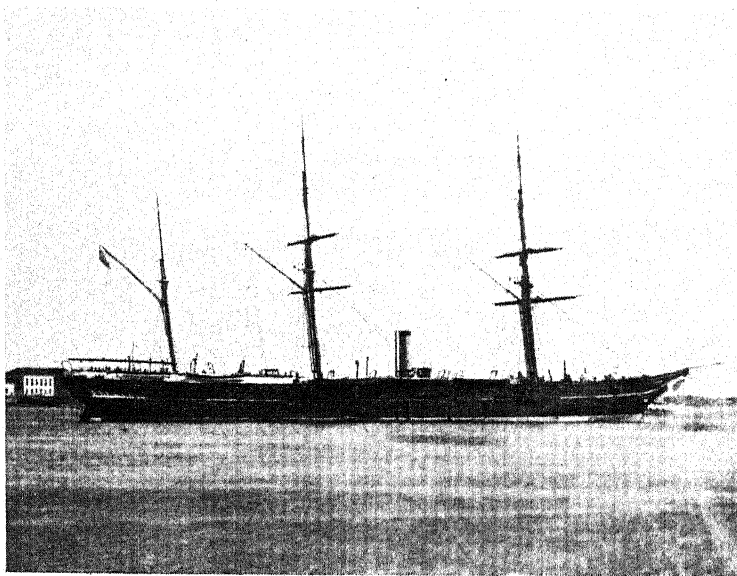
1839 the "Adventure" was fitted as a naval transport, and after some service in this capacity she was sold in 1853.

• The twelfth "ADVENTURE" was a small transport hired for service during 1814.

The thirteenth "ADVENTURE" was a 2-gun screwtroop-ship, launched at Birkenhead as the "Resolute" in 1855. She was of 1793 tons, 400 horse-power, and 11 knots speed. Her length, beam, and draught were 283 ft., 36 ft., and 20 ft.

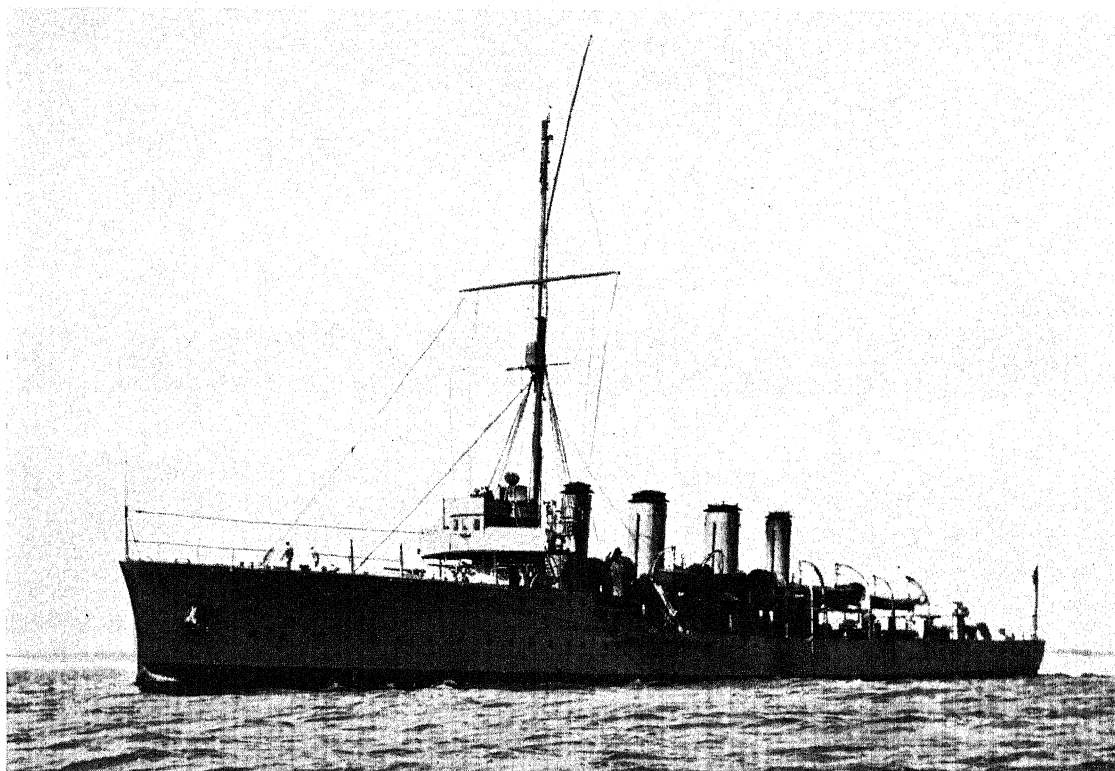
In 1857 this vessel was re-named "Adventure," and was used as a troop-ship.

In 1858 the "Adventure" was engaged in the second China war. In August of this year she landed a brigade, which, co-operating with 6 ships, attacked and captured the town of Namtao near Hong-kong. Two brass guns were brought off, and the place was pillaged and partially burnt.



Commander R. Raby, R.N.

THE THIRTEENTH "ADVENTURE."



From the photograph by Ernest Hopkins.

THE FIFTEENTH "ADVENTURE."

THE KING'S SHIPS

ÆOLUS

In 1860 some officers and men from the "Adventure" assisted in the attack and capture of the Taku Forts.

In 1877 the "Adventure" was broken up at Chatham.

The fourteenth "ADVENTURE" was a screw shallow-draught gunboat, launched at Poplar in 1891. She was of 35 tons, 8 knots speed, and her length, beam, and draught were 75 ft., 12 ft., and 18 ft.

She was designed for service on Lake Nyassa, and having been taken out in pieces was rebuilt at Inpimbi in 1893.

In November 1893 the "Adventure," commanded by Lieutenant Charles Hope Robertson, took part in the operations against the Chief Kiwaura and Kaluunda, a slave-trading chieftainess. On November 18th the "Adventure" assisted in the attack on Mankanjiras territory, and worked her Nordenfeldts to such good effect that the enemy broke and fled. Lieutenant Robertson was promoted to Commander for this service, and in 1894 the ship was handed over to the British Central African administration.

The fifteenth "ADVENTURE" is a twin-screw scout, launched at Elswick in 1904. She is of 2670 tons, 15,920 horse-power, and 25 knots speed. Her length, beam, and draught are 374 ft., 38 ft., and 14 ft.

This vessel's original name was "Eddystone," but it was changed to "Adventure" before launching.

ÆOLUS

The Seven Years' War—

Assisted to capture French "Mignonne" . . .	1759
Captured French "Maréchal de Belleisle" . . .	1760
Assisted to capture French "Blonde" and French "Terpsichore" . . .	1760
Captured a French brig at Belle Isle . . .	1760
Drove ashore two Spanish treasure ships . . .	1762

The War of American Independence—

Assisted to capture French "Prudente" . . .	1779
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The Wars of the French Revolution and Empire—

The blockade of San Domingo . . .	1803
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Assisted to capture French "Duquesne" . . .	1803
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Assisted to capture four French stragglers from	
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Trafalgar . . .	1805
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The capture of Martinique . . .	1809
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The War with America—

Action and chase of American "Constitution" . . .	1812
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The Russian War—

The Baltic campaign . . .	1855
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The blockade of the coast of Courland . . .	1855
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The bombardment of Sveaborg . . .	1855
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ÆOLUS.—In heathen mythology, the God and Father of the Winds; so called because he was the inventor of sails, and seems to have acquired a considerable knowledge of meteorology. He reigned over Æolus, the Island of Lipari, to the north of Sicily.

The first "ÆOLUS" was a frigate, mounting 32 guns, launched on the Thames in 1758. She was of 704 tons, and her length, beam, and draught were 125 ft., 36 ft., and 14 ft.

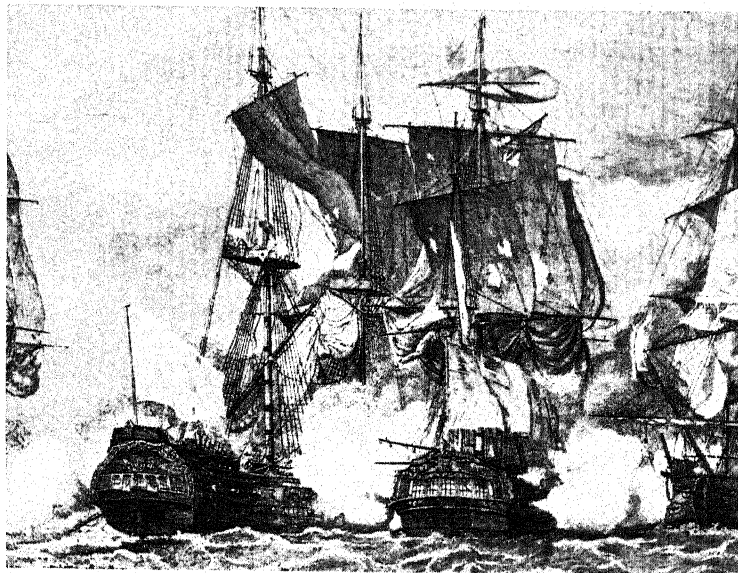
On March 19th, 1759, under the command of Captain John Elliot, the "Æolus" in company with the "Isis" was cruising off the Isle Dieu. They sighted and engaged 4 French frigates, which were employed on convoy service, in the Bay of Biscay. Two of the French ships escaped with the convoy, and a third, the "Blonde," escaped after a short engagement. The fourth, the "Mignonne," struck her colours to the "Æolus," the French ship having lost 55 killed and wounded out of a crew of 150.

In February 1760 the "Æolus," under the command of Captain John Elliot, was in company with the "Pallas" and "Brilliant," and fell in with three French ships, "Maréchal de Belleisle," "Blonde," and "Terpsichore," off the Isle of Man, which were part of an expedition designed to effect a landing of troops on the North Coast of Ireland. The French were sighted at 4 A.M. on the 28th, and by 9 A.M. the "Æolus" was alongside the "Maréchal de Belleisle" and the action became general. The "Blonde" and "Terpsichore" surrendered

almost as soon as they were engaged, but the "Maréchal" fought the "Æolus" for an hour and a half, and only surrendered when she was in a sinking state, and her decks covered with killed and wounded. The total British loss of men was 5 killed and 31 wounded, to which number the "Æolus" contributed 4 killed and 15 wounded. The French lost 300 killed and wounded, and the dead included Commodore M. Thurot, who was as much regretted by his foes as by his French comrades. Captain Elliot of the "Æolus," together with the other two Captains, was unanimously voted the thanks of the Irish House of Commons for this service, and the "Terpsichore" and "Blonde" were purchased into the Navy.

On May 17th, 1760, the "Æolus" was one of the squadron cruising off the French coast under Rear-Admiral Rodney, and gallantly cut out a French brig laden with naval stores, from under the batteries at Belle Isle.

On September 2nd, 1762, the "Æolus" drove two Spanish treasure ships on shore, and captured one of them, in spite of the fact that it had been previously set on fire.



After R. Wright. Engraved by J. Miller.

T. H. Parker, Brothers.

"ÆOLUS" CAPTURES "MARÉCHAL DE BELLEISLE."



After R. Wright. Engraved by J. Miller.

ELLIOT'S ACTION AGAINST THUROT.

T. H. Parker, Brothers.

THE KING'S SHIPS

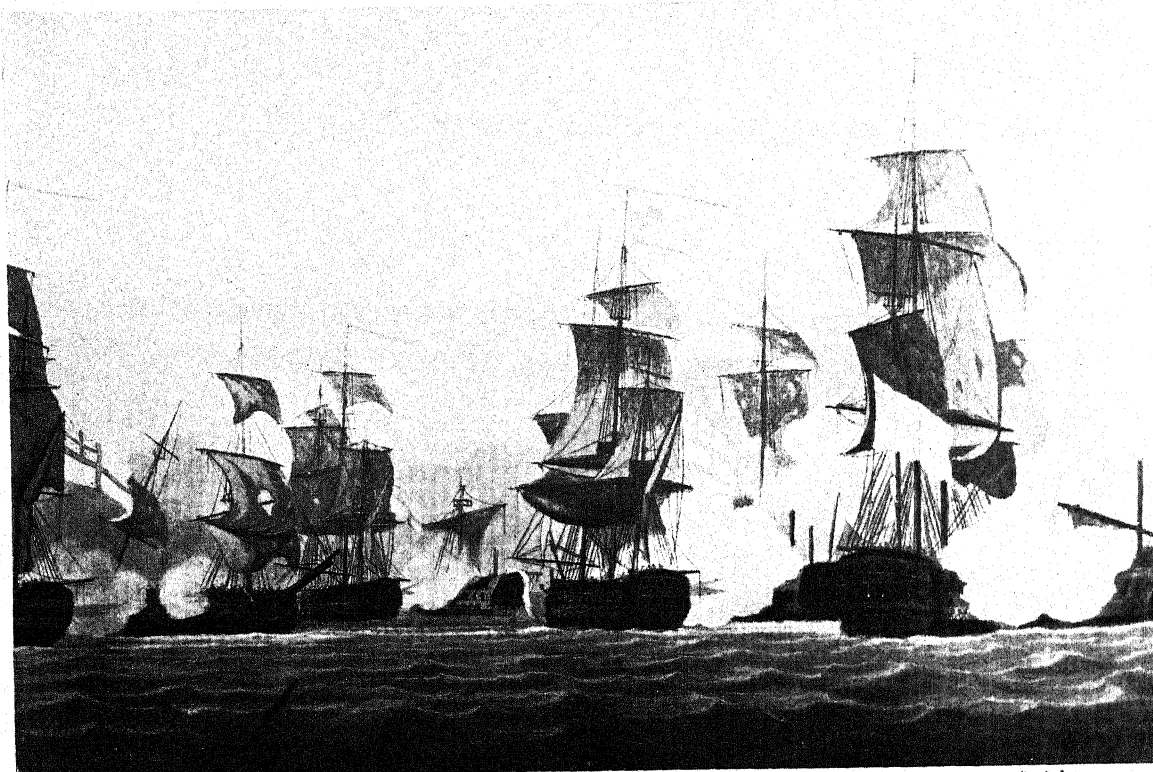
ÆOLUS

On the outbreak of the American War in 1775 the "Æolus" was sent to the West Indies.

On June 2nd, 1779, the "Æolus," in company with the "Ruby" and "Jamaica," was cruising off Hayti when they fell in with the French frigate "Prudente." The "Prudente" was chased for some hours, greatly annoying the English by well-directed shots from her stern chasers, but was eventually captured and bought into the Navy.

The "Æolus" at a later date had her name changed to "Guernsey," and she ended her days as a receiving hulk, being broken up at the Nore in 1801.

The second "ÆOLUS" was a 32-gun frigate, launched at Deptford in 1801. She was of 919 tons, and carried a crew of 260 men. Her length, beam, and draught were 144 ft., 38 ft., and 12 ft.



After T. Whitcombe. Engraved by J. Jeakes.

STRACHAN'S ACTION WITH TRAFALGAR STRAGGLERS.

A. Ackermann.

Captain Frederick Marryat, the novelist, at one time served in this ship, and many of his adventures can be read in *Frank Mildmay*.

In July 1803 the "Æolus," commanded by Captain Andrew Fitzherbert Evans, was engaged in the blockade of San Domingo. On July 24th the French put to sea, when the blockaders were blown to leeward by a gale. The "Æolus," in company with 4 other vessels, chased the French 74-gun ship "Duquesne," and came up with her on the following day. After a short action the "Duquesne" surrendered to the greatly superior force.

In November 1805 the "Æolus," commanded by Captain Lord William Fitzroy, was one of a squadron of 8 vessels, commanded by Captain Sir Richard Strachan, Bart., in "Cæsar." On the 3rd they discovered four French ships endeavouring to make their way home from their defeat at Trafalgar. These were brought to action at 12.15 P.M. on the 4th, and by 3.35 P.M. all four of them had surrendered, with a loss of 750 killed and wounded. This action formed a very creditable pendant to Trafalgar. The British lost 24 killed and 111 wounded, to which the "Æolus" contributed 3 wounded. The squadron received the thanks of Parliament.

On January 28th, 1809, the "Æolus," commanded by Captain Lord William Fitzroy, sailed from Barbados to attack Martinique in a fleet of 44 vessels, commanded by Rear-

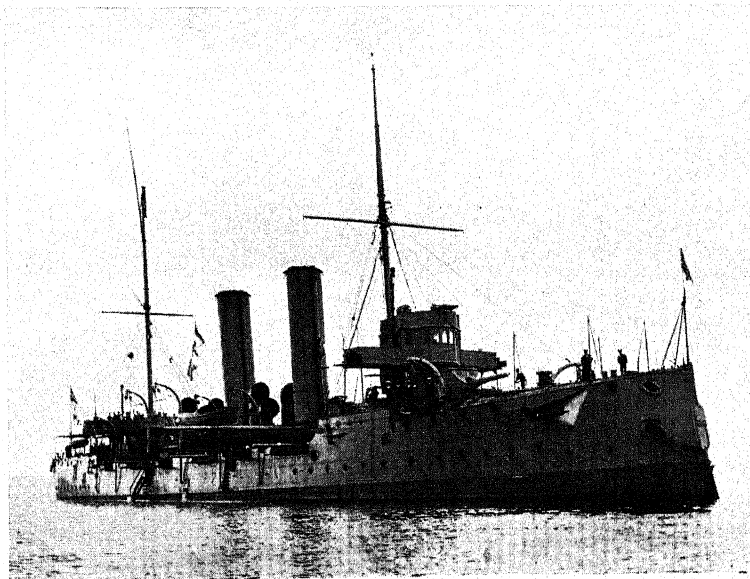
Admiral the Hon. Alexander Cochrane with his flag in "Neptune." Ten thousand troops under Lieutenant-General Beckwith accompanied the expedition, and were landed on January 30th. The "Æolus" and other ships forced their way up to the head of Fort Royal Bay, and compelled the French to burn their ships. Seamen landed, and assisted with guns and mortars. The forts were bombarded by the ships and attacked by the troops, and the whole Island capitulated on February 24th. The Navy lost 8 killed and 19 wounded.

On July 5th, 1812, the "Æolus," commanded by Captain Lord James Townshend, sailed from Halifax in a squadron of 4 ships to take part in the war with America under Captain de Vere Broke with his senior officer's pennant in "Shannon."

On July 16th this squadron, now consisting of 5 ships, engaged in the chase and partial action with the American 44-gun frigate "Constitution." The chase was unsuccessful and lasted four days; the "Constitution" escaping by kedging in the light wind, and a display of exquisite seamanship.

In 1817 this frigate was broken up at Deptford.

The third "ÆOLUS" was a 42-gun ship, launched at Deptford in 1825. She was of 1077 tons, and carried a crew of 300 men. Her length, beam, and draught were 152 ft., 40 ft., and 15 ft.



From the photograph by Ernest Hopkins.
THE FOURTH "ÆOLUS."

firing. A number of French bomb-vessels co-operated in the attack, which lasted until the morning of the 11th. Only one man on the British side actually lost his life, but a spy stated



From a lithograph.

THE BOMBARDMENT OF SVEABORG.

T. H. Parker, Brothers.

that the Russians had lost 2000 killed, 23 vessels burned, and that the dockyard, Government stores, and powder magazines were blown up and completely destroyed.

In 1885 this ship was sold.

The fourth "ÆOLUS" is an 8-gun twin-screw cruiser, launched at Devonport in 1891. She is of 3600 tons, 9000 horse-power, and 19·8 knots speed. Her length, beam, and draught are 300 ft., 43 ft., and 17 ft.

AFRICA

The War of the English Succession—		
Action with three French ships	1694	Assisted to capture French "Intrepide" 1805
The War of American Independence—		Saumarez's expedition to the Baltic 1808
Hughes's action with De Suffren off Cuddalore	1783	The blockade of Roggersvik 1808
The Wars of the French Revolution and Empire—		Action with 25 Danish gunboats 1808
The attack on Léogane, San Domingo	1796	The War with America—
The battle of Trafalgar	1805	
		The blockade of the American coast 1812
		Assisted to capture American "Nautilus" 1812
		Action and chase of American "Constitution" 1812



AFRICA.—One of the great divisions of the world, and if we consider North and South America as distinct, the second in point of size, being in that respect inferior only to Asia, and about three times the size of Europe. Much less is known of the interior of this continent than of any other portion of the world. Great efforts have been made from time to time by individual explorers to reach the interior and to solve some of the problems which are of the highest interest to geographers.

The first "AFRICA" was a hired armed merchantman, mounting 46 guns.

In 1694 the "Africa," commanded by Captain John Knapp, while escorting a convoy to New England, fell in with three large French privateers. One mounted 50 guns, one mounted 30 guns, and the other mounted 24 guns. An engagement at once took place, and the "Africa" protected her convoy with such determination that at the end of 3 hours the French ships were driven off.

The second "AFRICA" was a 64-gun ship of 1354 tons, launched on the Thames at Blackwall in 1761. She carried a crew of 520 men, and her length, beam, and draught were 138 ft., 44 ft., and 17 ft.

In 1774 this vessel was put up for sale with the "Anson" cutter, and together they fetched £900.

The third "AFRICA" was a 64-gun ship, launched at Deptford in April 1781. She was of 1415 tons, and carried a crew of 520 men. Her length, beam, and draught were 161 ft., 45 ft., and 16 ft.

In 1783, under the command of Captain Robert M'Douall, the "Africa" took part in the action against the French off Cuddalore on June 20th.

The English fleet consisted of 21 ships under Vice-Admiral Sir Edward Hughes (flag in "Superb").

The French fleet consisted of 18 ships under Vice-Admiral de Suffren.

The fleets met, and the action began at 4 P.M. on June 20th and lasted till 7 P.M. The curious point about this action is that it was fought five months after the preliminaries of peace had been signed. The French gained a victory, strategically and tactically, though no ships were taken on either side. The English loss was 99 killed and 434 wounded, while the French suffered 102 killed and 386 wounded, and prevented the reduction of Cuddalore. The "Africa" lost 5 killed and 25 wounded, but does not appear to have been very heavily engaged.

In 1796 the "Africa," commanded by Captain Roddam Home, was on the Jamaica station in a fleet commanded by Rear-Admiral William Parker. In March she assisted in the attack on Léogane in San Domingo. The troops were landed on March 21st under cover of the guns of the fleet, and at the same time the "Africa" and others bombarded the town and works. But the place proved stronger than had been anticipated, and after the "Africa" and some of

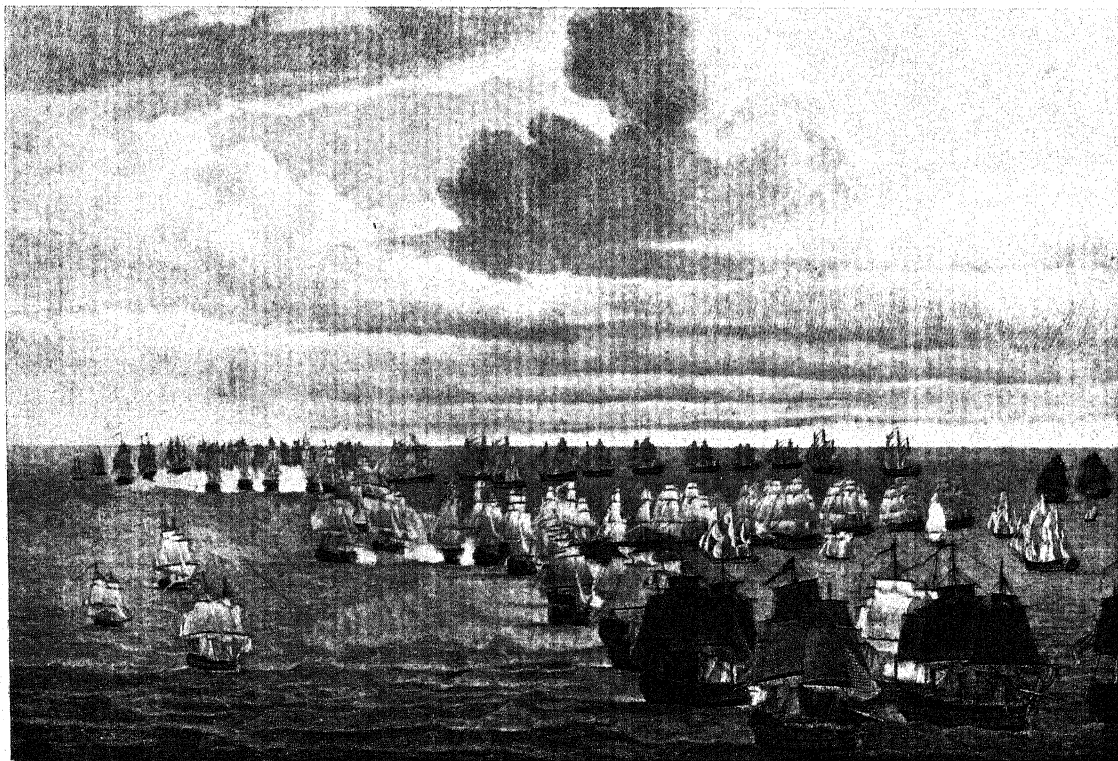
the other ships had been considerably damaged aloft by the French forts, the attempt was abandoned.

On October 21st, 1805, the "Africa," commanded by Captain Henry Digby, took part in the battle of Trafalgar.

The English fleet consisted of 27 ships, 4 frigates, and 2 small craft under Vice-Admiral Lord Nelson, with his flag in "Victory."

The Franco-Spanish fleet consisted of 33 ships, 5 frigates, and 2 small craft, under Vice-Admiral Villeneuve and Admiral Don Frederico Gravina.

At daybreak the enemy were discovered 11 miles to leeward. The British fleet stood down to the attack in two lines, and the French opened fire on the leader of the lee line at noon. At 12.10 Vice-Admiral Cuthbert Collingwood broke the enemy's line, and at 1 P.M. Lord Nelson



After N. Pocock. Engraved by J. Fittler.

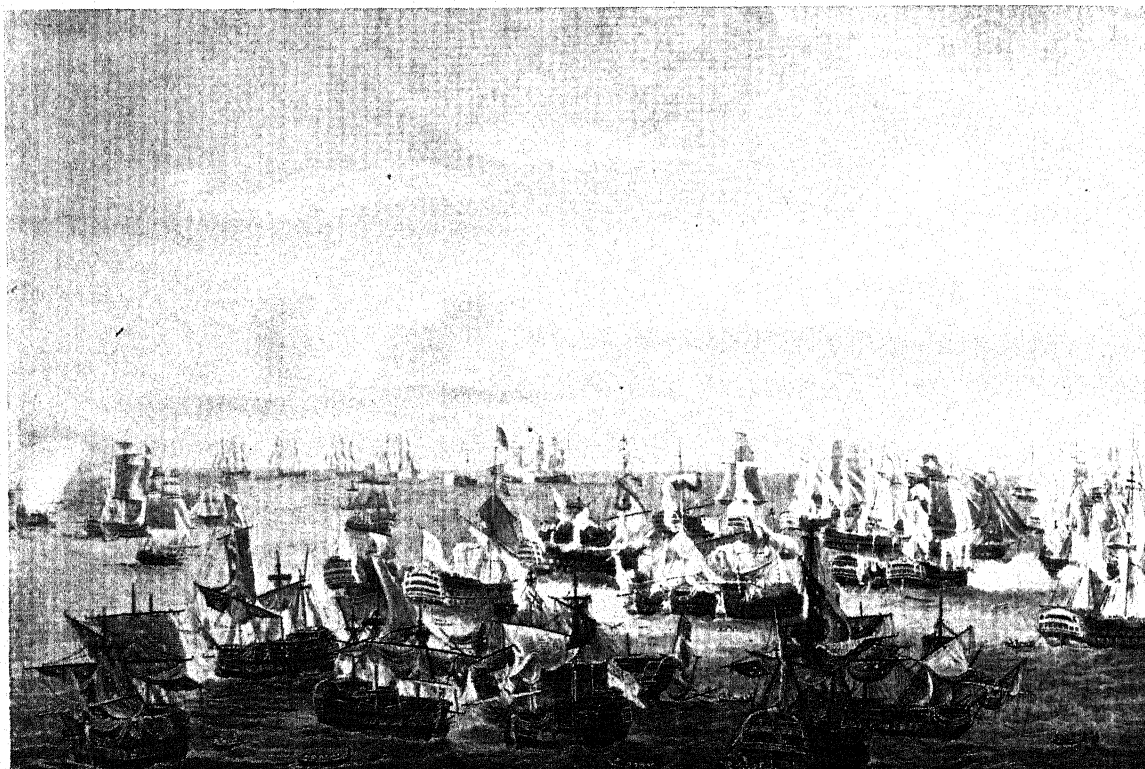
British Museum.

THE ATTACK AT TRAFALGAR.

did the same. As soon as the light wind permitted, the remaining British ships came up and engaged, and by 1.30 the battle was at its height. The "Africa" lost sight of the fleet the night before the battle, and when the firing began she was well to windward of the British weather line. She made the best of her way along the head of the Spanish line, exchanging broadsides with it, and attacked the Spanish four-decker "Santissima Trinidad." Thinking the Spaniard had surrendered she sent a Lieutenant on board, and he had reached the quarter-deck ere he discovered she was still fighting. Strange to relate, he was permitted to return to his ship. The "Africa" then engaged the "Intrépide," and after a 40-minutes' fight, in which the "Africa" was severely handled, the "Orion" came to her assistance, and together they obliged the Frenchman to surrender.

At 1.25 P.M. Lord Nelson was mortally wounded while walking the "Victory's" quarter-deck with his flag-captain, and by 3 P.M. the firing had diminished. At 4.40 P.M., having learned of the completeness of the victory, the British Commander-in-Chief quietly and without a struggle ceased to breathe. By 5 P.M. the fight was over, the fleet being 8 miles N.W. by W. of Trafalgar. The British lost 449 killed, which included Vice-Admiral Lord Nelson, 2 Captains and 34 officers; and 1241 wounded, which included 106 officers. The British ships suffered

severely in the hulls, and many were wholly or partially dismasted. The Franco-Spaniards lost 18 ships captured, of which one blew up. It appears that the enemy lost about 7000 killed and wounded, which included 2 Admirals and 7 Captains killed. The remainder of the allied fleet managed to escape, and six months afterwards the French Commander-in-Chief, Vice-Admiral Villeneuve, died at Rennes, it is said by his own hand, and was buried without military honours. Of the 17 prizes, 2 sank, 6 were wrecked and lost in a storm after the battle, 2 were burned, and 1 was destroyed. The eldest surviving brother of Lord Nelson was created an Earl with £5000 a year settled on the title in perpetuity, and given £99,000 to buy an estate. An annuity of £2000 was assigned to Lady Nelson, and a sum of £15,000 was given to each of Nelson's two sisters. Vice-Admiral Collingwood was created a Peer with £2000 a year, and Flag-Captain Thomas Masterman Hardy was made a Baronet. A large number of



After N. Pocock. Engraved by J. Fittler.

THE CONCLUSION OF TRAFALGAR.

British Museum.

Lieutenants were promoted, and the fleet received the thanks of both Houses of Parliament. The "Africa" lost 18 killed and 44 wounded.

In 1808 the "Africa," commanded by Captain John Barrett, was one of a fleet of 12 ships of the line and small craft, commanded by Vice-Admiral Sir James Saumarez, with his flag in "Victory." They co-operated with the Swedes against the allied powers of Russia, Denmark, and France in the Baltic, and took part in the blockade of Roggersvik.

On October 20th, 1808, the "Africa," commanded by Captain John Barrett, while escorting a convoy was attacked in a dead calm by 25 Danish gun and mortar-boats off the Island of Amager. The enemy took up positions on her bows and quarters where her guns would not bear, and left her at nightfall in a terribly shattered state. They lost one or two vessels, but had they continued the "Africa" must have been compelled to strike. She lost 9 killed, 53 wounded; her masts, yards, and boats were badly damaged or destroyed; and her running rigging was cut to pieces.

In 1810 the "Africa" proceeded to the Halifax station, and for two years flew the flag of Vice-Admiral Herbert Sawyer.

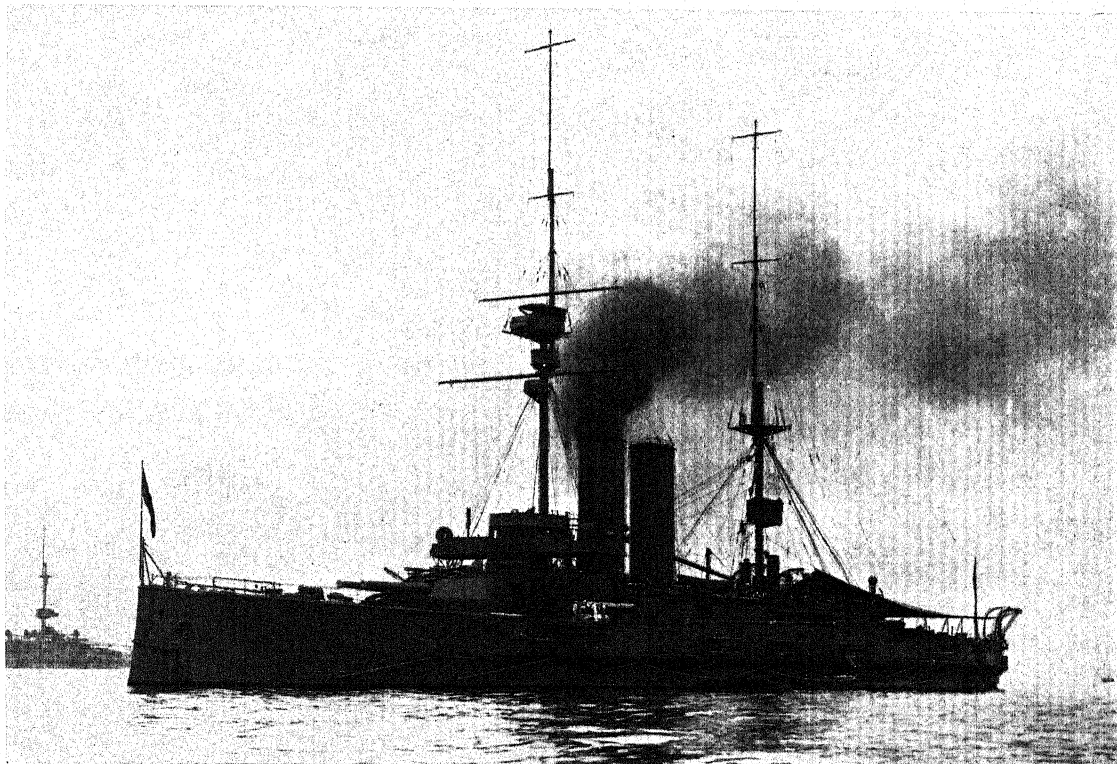
In 1812 the "Africa," commanded by Captain John Bastard, took part in the war with America, and assisted in the blockade of the American coast.

In July 1812 the "Africa," Captain John Bastard, was one of a squadron of 5 ships under Captain de Vere Broke which captured the American 14-gun brig "Nautilus."

On July 16th, 1812, this squadron engaged in the chase and partial engagement with the American 44-gun frigate "Constitution." The chase was unsuccessful and lasted four days, the "Constitution" escaping by kedging in the light wind, and a display of exquisite seamanship.

The "Africa" was subsequently fitted up as an hospital ship, and in 1814 she was broken up at Portsmouth.

The fourth "AFRICA" was a small 14-gun ship, captured from the Spaniards on February 22nd, 1799, by the "Espoir," 14 guns, commanded by Commander James Sanders.



THE NINTH "AFRICA."

From the photograph by Ernest Hopkins.

The fight was a desperate one, the "Espoir" losing 4 killed and wounded, and the "Africa" 37 killed and wounded.

The fifth "AFRICA" was an armed cutter hired for service in 1803.

The sixth "AFRICA" was a 42-gun frigate, which had been launched at Buckler's Hard in 1803 as the "Euryalus." She was of 946 tons, and carried a crew of 264 men. Her length, beam, and draught were 145 ft., 38 ft., and 14 ft.

She was the leading frigate at the battle of Trafalgar.

This vessel was re-named "Africa" in 1850, was sent to Gibraltar to serve as a convict ship, and was sold out of the Navy in 1860 for £337.

The seventh "AFRICA" was an 11-gun screw sloop, launched at Devonport in 1862. She was of 669 tons, 150 horse-power, and 11 knots speed. Her length, beam, and draught were 160 ft., 30 ft., and 15 ft.

In August 1862 this vessel was sold to the Chinese Government for £23,800, and was renamed "China."

THE KING'S SHIPS

AFRIDI

The eighth "AFRICA" was an 18-gun twin-screw cruiser, laid down at Barrow in 1900. She was of 14,100 tons, 30,983 horse-power, and 24 knots speed. Her length, beam, and draught were 500 ft., 71 ft., and 26 ft.

Before completion this vessel's name was changed to "Good Hope."

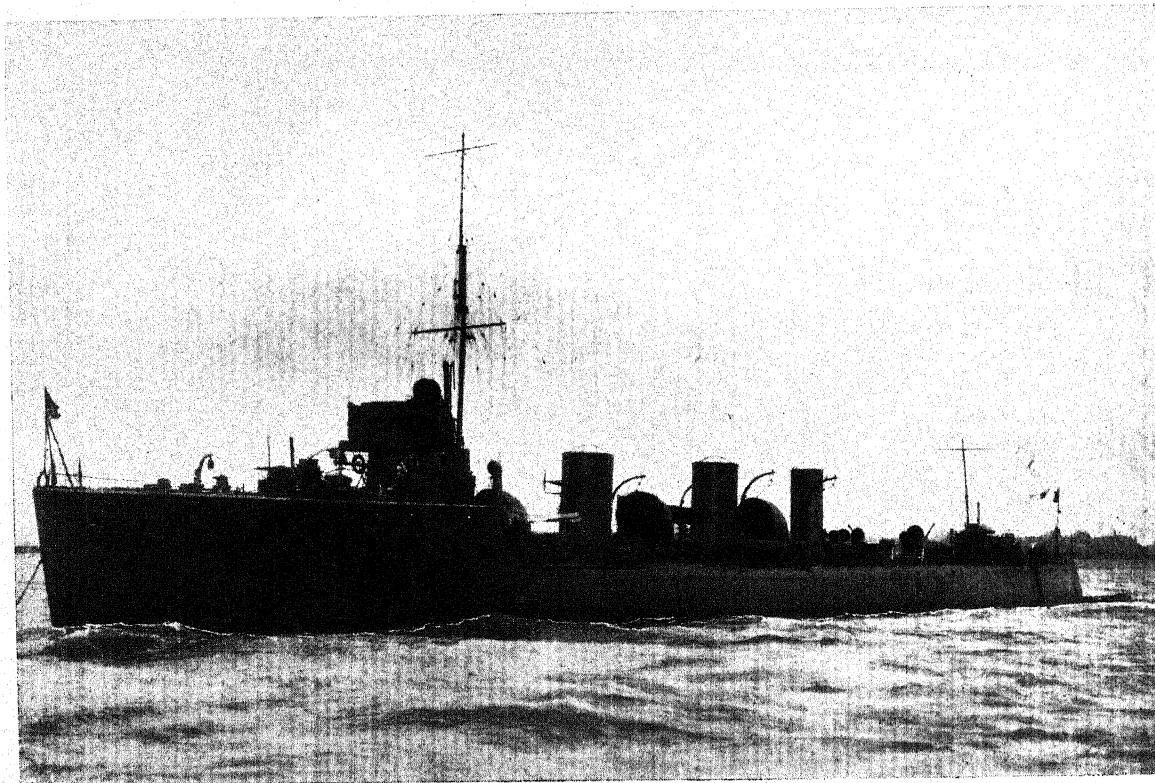
The ninth "AFRICA" is an 18-gun twin-screw battleship, launched at Chatham in 1905. She is of 16,350 tons, 18,700 horse-power, and 19 knots speed. Her length, beam, and draught are 425 ft., 78 ft., and 27 ft.

AFRIDI



AFRIDI.—The most powerful and turbulent of the tribes inhabiting the mountainous districts between British India and Afghanistan. They formerly held the Khyber and adjoining passes, levying toll on all travellers. They have gradually been brought to acknowledge British Rule.

The "AFRIDI" is a turbine torpedo-boat destroyer, launched at Elswick-on-Tyne in 1907. She is of 855 tons, 14,250 horse-power, and 33 knots speed. Her length, beam, and draught are 250 ft., 25 ft., and 8 ft.



THE "AFRIDI."

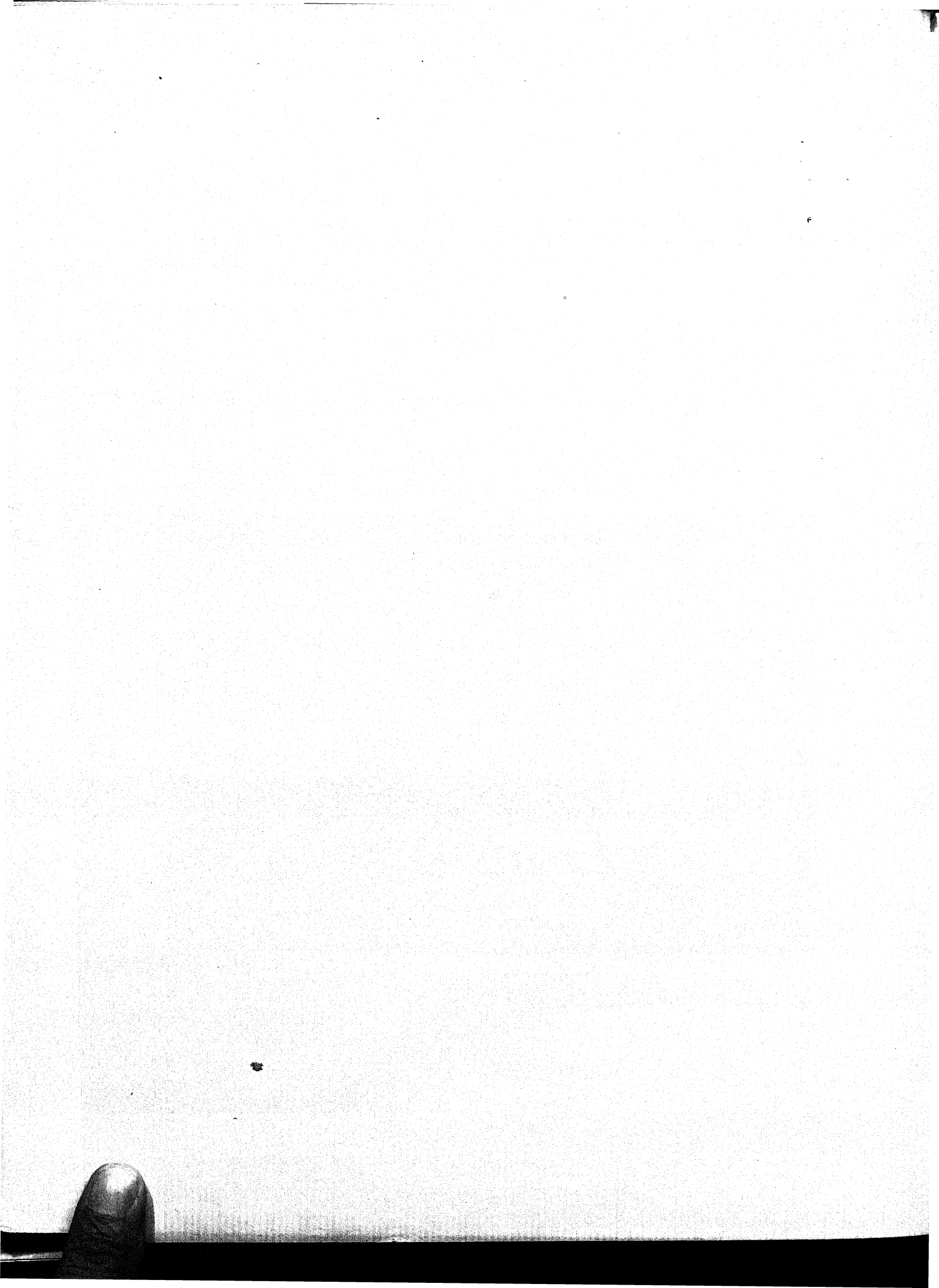
From the photograph by H. J. Symonds.

OUR NAVAL SEAMEN

SAXONS AND DANES

Circa A.D. 900

A RAID ON THE EAST COAST





AGAMEMNON

The War of American Independence—

Kempenfeldt's capture of De Guichen's convoy	1781
The battle of Dominica	1782

The Wars of the French Revolution and Empire—

Lord Hood's occupation and operations at Toulon	1793
Nelson's action with French frigates off Sardinia	1793
The siege and capture of Bastia	1794
The siege and capture of Calvi	1794
Hotham's action off Genoa	1795
Hotham's action off Hyères	1795
The Bays of Alassio and Laigueglia	1795
Boat attack at Loana Bay	1796
Boat attack at Oneglia	1796
The blockade of Genoa	1796
Nelson's bombardment of Copenhagen	1801
Calder's action off Ferrol	1805

The battle of Trafalgar	1805
Duckworth's action off San Domingo	1806
Captured French "Lutine"	1806
Captured French "Dame Ernouf"	1806
Gambier's bombardment of Copenhagen	1807
The blockade of Lisbon	1807

The Russian War—

The bombardment of Redout Kaleh	1854
The capture of Balaclava	1854
The bombardment of Sebastopol	1854
"I'm damned if I leave this"	1854
"Lyons's brougham"	1854
The capture of Kertch	1855
The capture of Kinburn	1855
The first Atlantic Telegraph Cable	1857-8
The blockade of Zanzibar	1888



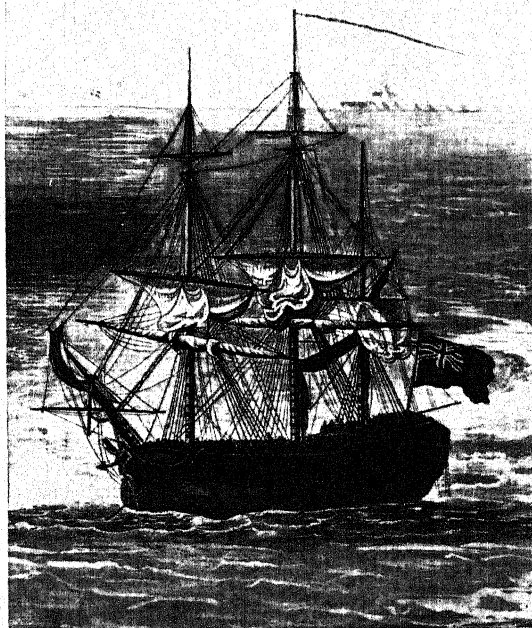
AGAMEMNON.—Son of Atreus and King of Mycenae and Argos. The stern obligations of a king and the majesty of his office, as compared with his humane desires and occasional frailty, give the keynote to the character of Agamemnon.

When Helen was stolen by Paris, Agamemnon was elected Commander-in-Chief of the Grecian forces against Troy. He furnished one hundred ships and lent sixty more to the Arcadians. Having boasted that he was a greater hunter than Diana, he had to sacrifice his daughter Iphigenia to appease the goddess. During the Trojan war he quarrelled over the beautiful Briseis, whom he took from Achilles by force. Clytemnestra, the wife of Agamemnon, with her paramour Aegisthus, plotted to murder Agamemnon on his return, and as he came from the bath she gave him a tunic, the sleeves of which were sewn together. While he was trying to put it on, she brought him to the ground with the stroke of a hatchet, and Aegisthus seconded her blows. His death was revenged by his son Orestes.

The first "AGAMEMNON" was a 64-gun ship, launched at Buckler's Hard in 1781. She was of 1376 tons, and carried a crew of 500 men. Her length, beam, and draught were 161 ft., 44 ft., and 19 ft.

In December 1781, under the command of Captain Benjamin Caldwell, the "Agamemnon" was one of a fleet of 12 ships of the line and 6 frigates and small craft, under Rear-Admiral Kempenfeldt, with his flag in "Victory." They met Rear-Admiral de Guichen with 19 ships of the line and a large convoy 150 miles to the S.W. of Ushant on December 12th. De Guichen had allowed his convoy to get scattered, and the British ships swooped down and captured 20 of them. The French men-of-war were unable to assist their merchantmen, and the British carried off 15 prizes, intended for the West Indies, laden with military and naval stores of great money value and of greater military importance. A few days later a storm dispersed and shattered the remaining French ships.

In 1782 the "Agamemnon," under the command of Captain Benjamin Caldwell, was one of a fleet of 36 ships of the line, under Admiral Sir George Rodney, who flew his flag in "Formidable." They met in the West Indies, between Dominica and Guadeloupe, a French fleet of 30 ships of the line, commanded

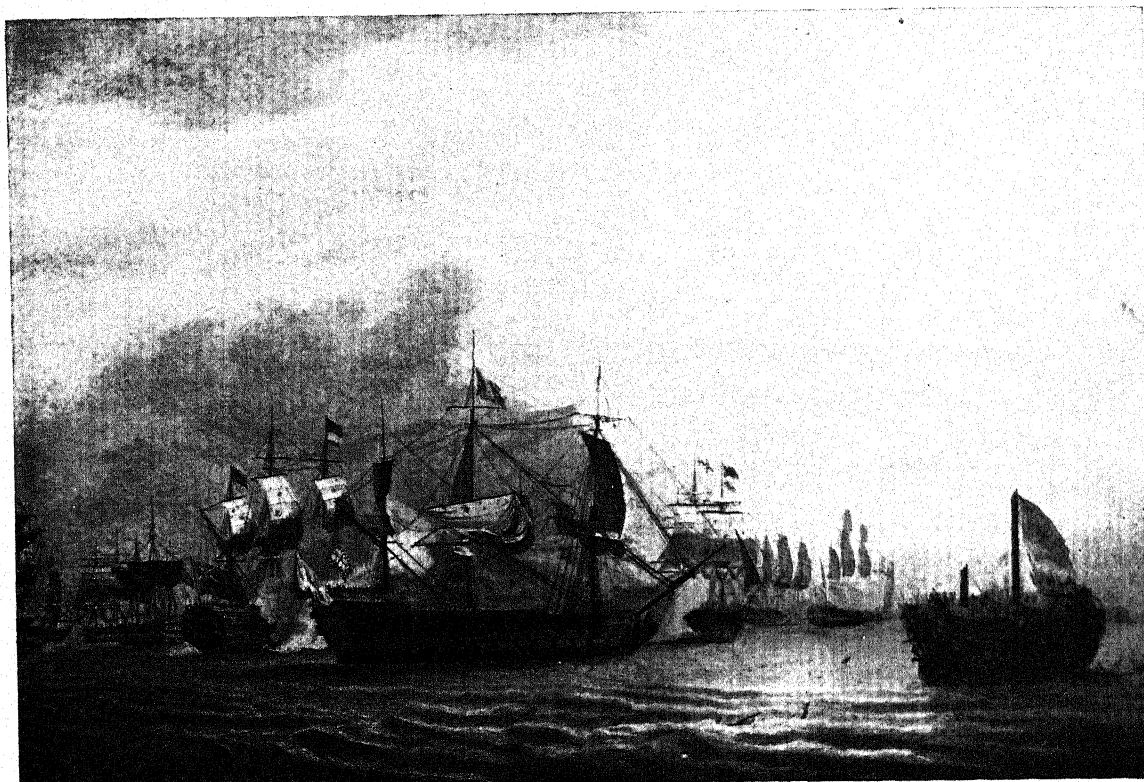


After N. Pocock. Engraved by R. Pollard. T. H. Parker, Brothers.
THE FIRST "AGAMEMNON."

THE KING'S SHIPS

AGAMEMNON

by Vice-Admiral Comte de Grasse, with his flag in "Ville de Paris." The fighting was spread over several days, and the French were defeated. The fleets first met on April 9th, and De Grasse at once detached his convoy into Guadeloupe. Two actions took place on this day, one of an hour and the other of an hour and a half's duration. The English received some injuries, and lay to that night for repairs. The French fled, and the English pursued during the three following days. The fleets met again on April 12th, and the French ships fired the first shot at 8 A.M. By 9 A.M. the action was general, and the English fleet broke the French line in three places. The action was brought to a conclusion at 6 P.M., by the surrender of the French flagship "Ville de Paris." Sir George Rodney's action in not following up the victory by a pursuit was much criticised. Rear-Admiral Sir Samuel Hood said that 20 French ships would have been captured had the Commander-in-Chief chased. The British lost 243



After R. Dodd. Engraved by F. Chesham.

THE BATTLE OF DOMINICA.

Alfred Davis.

killed and 816 wounded, and 2 captains out of 36 were killed. The French loss in killed and wounded has never been stated, but must have been considerably higher than that of the English; of captains alone, 6 were killed out of 30. The English lost no ships. The French lost 5 captured, and 3 crippled ships were despatched to seek safety in friendly harbours. On the 17th Rear-Admiral Sir Samuel Hood was sent in pursuit of the enemy. He captured 4 French ships, 2 of which were crippled and seeking safety. The "Agamemnon" lost 14 killed and 24 wounded. Sir George Rodney was created a Peer for this victory with £2000 a year settled on the title in perpetuity.

In August 1793 the "Agamemnon," commanded by Captain Horatio Nelson, was one of a fleet of 51 ships, commanded by Vice-Admiral Lord Hood, with his flag in "Victory." They arrived off Toulon on August 15th to keep the French fleet in check. Inside the port there were 58 ships, frigates, and corvettes. The Royalist forces surrendered the town, works, and ships to Lord Hood, who landed seamen and took possession of the forts. The Spaniards, under Admiral Don Juan de Langara, co-operated with the English. Soon afterwards the French Republican forces laid siege to the town, and continued their operations with such activity that on December 15th the English and Spanish forces were obliged to evacuate the place. The Allies took away with them 15,000 of the Royalist population, and before leaving destroyed the dockyards and magazines and a large number of ships in the harbour.

On October 22nd, 1793, the "Agamemnon," commanded by Captain Horatio Nelson, was cruising off Sardinia when she fell in with a French squadron of 5 ships, and at once chased. A running action followed in which the "Agamemnon" engaged one ship. The French ships took advantage of the "Agamemnon" running into a belt of calms to make off and decline further action. The "Agamemnon" was too damaged aloft to pursue, and lost 1 killed and 6 wounded, but a French frigate was seen to be in a sinking state.

In 1794 the "Agamemnon," commanded by Captain Horatio Nelson, was in a fleet of ships commanded by Vice-Admiral Lord Hood, which took part in the siege of Bastia. The troops were landed on April 4th together with a large body of seamen under Captain Nelson. On April 11th, after the Governor had refused to surrender, a bombardment and general attack was begun. After a siege lasting for 37 and negotiations lasting for 4 days, the town and citadel surrendered, and the whole Island of Corsica transferred its allegiance to Great Britain. The Naval loss in the operations was 2 killed and 18 wounded.

On June 19th, 1794, the "Agamemnon," commanded by Captain Horatio Nelson, took part in the siege of Calvi, and Captain Nelson landed at the head of a number of seamen with guns. The siege lasted 51 days, and on August 10th the place capitulated. With Calvi two French frigates were taken, one mounting 28 and the other 40 guns. It was here that Captain Nelson lost the use of his right eye, which was injured by some particles of sand or gravel driven up by a round shot. The Naval loss was 7 killed and 6 wounded.

In 1795 the "Agamemnon," commanded by Captain Horatio Nelson, was in a combined British and Neapolitan fleet of 24 ships under command of Vice-Admiral Hotham, with his flag in "Britannia." They took part in the action with the French off Genoa. The French fleet consisted of 22 ships. The enemy were sighted on March 11th, and after a chase a partial action took place on the 13th. A further action took place on the following day, and 2 French ships were captured. The total British loss was 74 killed and 284 wounded, to which the "Agamemnon" contributed 13 wounded. The total French loss is not known, but the 2 captured French vessels alone lost 400 killed and wounded. Historians consider that Vice-Admiral Hotham did not take full advantage of his opportunities. The "Agamemnon" engaged the "Ça Ira," and after two hours left her a wreck, with over 100 men killed and wounded.

On July 7th, 1795, the "Agamemnon," commanded by Captain Horatio Nelson, discovered the French fleet off Cape de Melle, and returned to Admiral Hotham with the information, after being chased. On July 9th Admiral Hotham sailed from San Fiorenzo, at the head of a combined fleet of 32 British and Neapolitan vessels. The French fleet consisted of 23 ships under Vice-Admiral Martin. On July 13th the French fleet were sighted off Hyères, and the British at once chased. The action began at 12.30 P.M. At 2 P.M. a French ship struck her colours, and at 3 P.M. Admiral Hotham stopped the action. The British lost 11 killed and 28 wounded and had captured one ship. Admiral Hotham's decision to cease fighting was very severely criticised.

In August 1795 the "Agamemnon," flying the broad pennant of Commodore Horatio Nelson, was at the head of a squadron of 7 ships which co-operated with the Austrian and Sardinian armies in Genoese territory. On August 26th they cut out of the Bays of Allassio and Laigueglia, near Vado, 2 French gun brigs, 2 5-gun galleys, 5 vessels laden with stores, and destroyed 2 other vessels without losing a man.

In April 1796 the "Agamemnon," flying the broad pennant of Commodore Horatio Nelson, was at the head of a squadron of 4 ships. On April 25th they arrived off Loano Bay, and at once attacked 4 French vessels anchored under the batteries. The boats of the fleet, under cover of the guns of the ships, captured and brought out all 4 French transports, with a loss of one lieutenant and 3 men wounded.

On May 31st, 1796, the squadron chased 6 French vessels under a battery at Oneglia. They anchored close in, with only a few inches of water under them, and silenced the battery. Then the boats in spite of a heavy fire captured 2 French gunboats. The other 4 vessels, which were transports full of guns and stores, ran ashore, yet they were not only captured, but were brought off, in the face of a heavy musketry fire from the beach. The British loss was but 1 killed and 3 wounded.

The "Agamemnon" subsequently took part in the blockade of Genoa, and in July was chased to Corsica by a French fleet, and narrowly escaped capture.

In 1797 the "Agamemnon" was one of the ships deeply implicated in the mutiny at the Nore. There was a fierce struggle on board, and eventually the "Agamemnon" hauled down

THE KING'S SHIPS

AGAMEMNON

the red flag and gave herself up. The men demanded more pay, more leave, a more equitable distribution of prize money, a moderation of the harshness contained in the Articles of War, and other things. Many men were hanged, some were flogged from ship to ship, and a large number were imprisoned.

In 1801 the "Agamemnon," commanded by Captain Robert Fancourt, was in a fleet of 21 ships, 7 bombs, 2 fireships, and 6 gun-brigs, commanded by Vice-Admiral Lord Nelson, with his flag in "Elephant," which took part in the battle or bombardment of Copenhagen. The fleet forced a passage of the Ore Sound on March 30th, and after encountering various navigational difficulties anchored under fire off Copenhagen on April 3rd. The "Agamemnon" anchored on the wrong side of the Middleground Shoal, and was of little use to the attackers. The Danish defences, besides forts, consisted of 18 men-of-war and some armed hulks and



After T. Whitcombe.

THE BATTLE OF TRAFALGAR.

A. Ackermann.

floating batteries moored in a $1\frac{1}{2}$ -mile line opposite the town. Two British men-of-war ran aground, and the 6 brigs were unable to get into action owing to the tide. The action began at 10 and was general at 11.30. A furious cannonade followed, during which time Lord Nelson put his blind eye to his telescope when advised by the Commander-in-Chief, 4 miles away, to discontinue the engagement. By 3.30 P.M. letters were exchanged under flags of truce, and the fighting ceased, most of the Danish ships and forts being silenced. The Danes lost in killed, wounded, and prisoners about 6000 men. The British fleet lost 255 killed and 688 badly wounded. Fourteen Danish ships were captured, burned, blown up, driven ashore, or otherwise taken from the enemy. The Danes mounted 696 guns on this occasion against the British 1014 guns and carronades. A 14 weeks' armistice was then agreed to, and the British forces withdrew. Nelson was elevated to the dignity of Viscount for this victory.

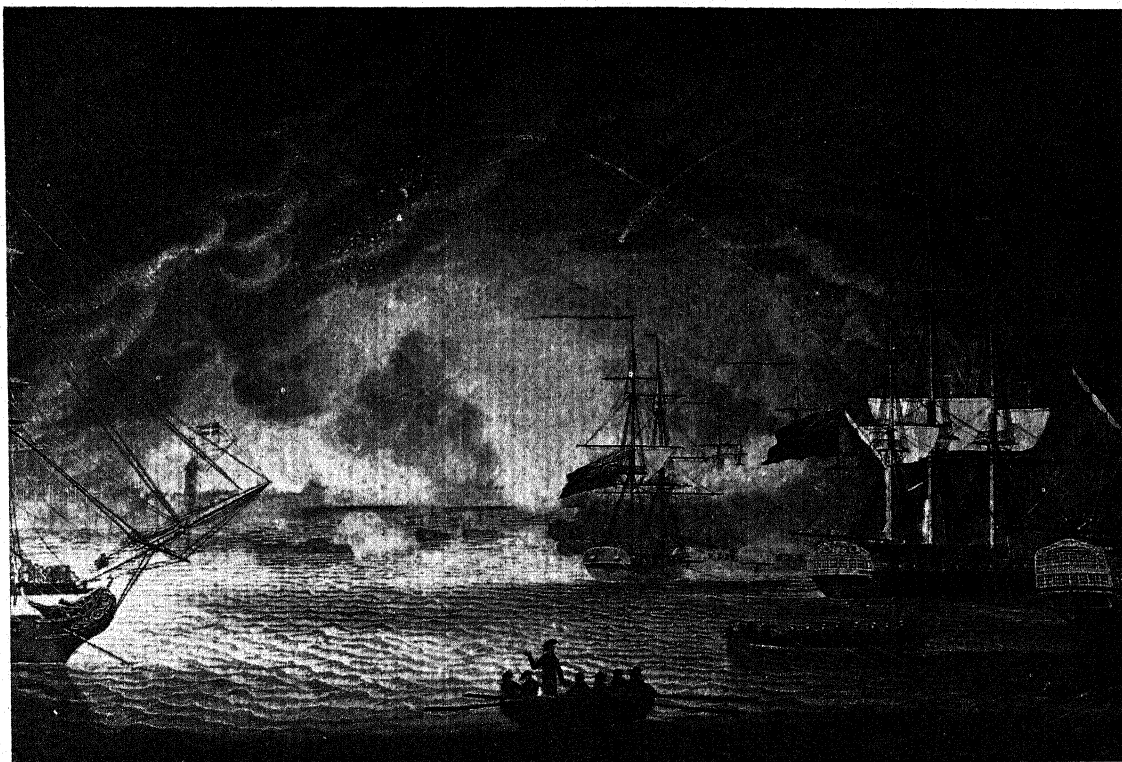
On July 22nd, 1805, the "Agamemnon," commanded by Captain John Harvey, took part in Vice-Admiral Sir Robert Calder's action off Ferrol.

The English fleet consisted of 15 ships, 2 frigates, and 2 small craft under Vice-Admiral Sir Robert Calder, with his flag in "Prince of Wales."

The Franco-Spanish fleet consisted of 20 ships, 6 frigates, and 3 small craft under Vice-Admiral Villeneuve and Admiral Don F. Gravina.

The enemy were sighted at 11 A.M. in misty weather. After various manœuvres carried out in considerable confusion owing to fog, the action began at 5 P.M. and was general at 6 P.M. By 8.10 P.M. 2 Spanish ships struck their colours and were totally dismasted, and a few minutes later Sir Robert Calder ordered the action to cease. The Franco-Spaniards lost 2 ships, and had 647 killed and wounded. The English had 198 killed and wounded, to which the "Agamemnon" contributed 3 wounded, besides losing her mizzen topmast and fore topsail yard. The fleets manœuvred in light winds on the two following days, but no fighting took place, and by 6 P.M. on the 24th they were out of sight of one another. In consequence of remarks in the Press Sir Robert Calder demanded a court-martial, and while acquitted of cowardice or disaffection he was severely reprimanded for not fighting to a finish.

On October 21st, 1805, the "Agamemnon," commanded by Captain Sir Edward Berry, took part in the battle of Trafalgar.



After R. Dodd.

GAMBIER'S BOMBARDMENT OF COPENHAGEN.

British Museum.

The English fleet consisted of 27 ships, 4 frigates, and 2 small craft under Vice-Admiral Lord Nelson, with his flag in "Victory."

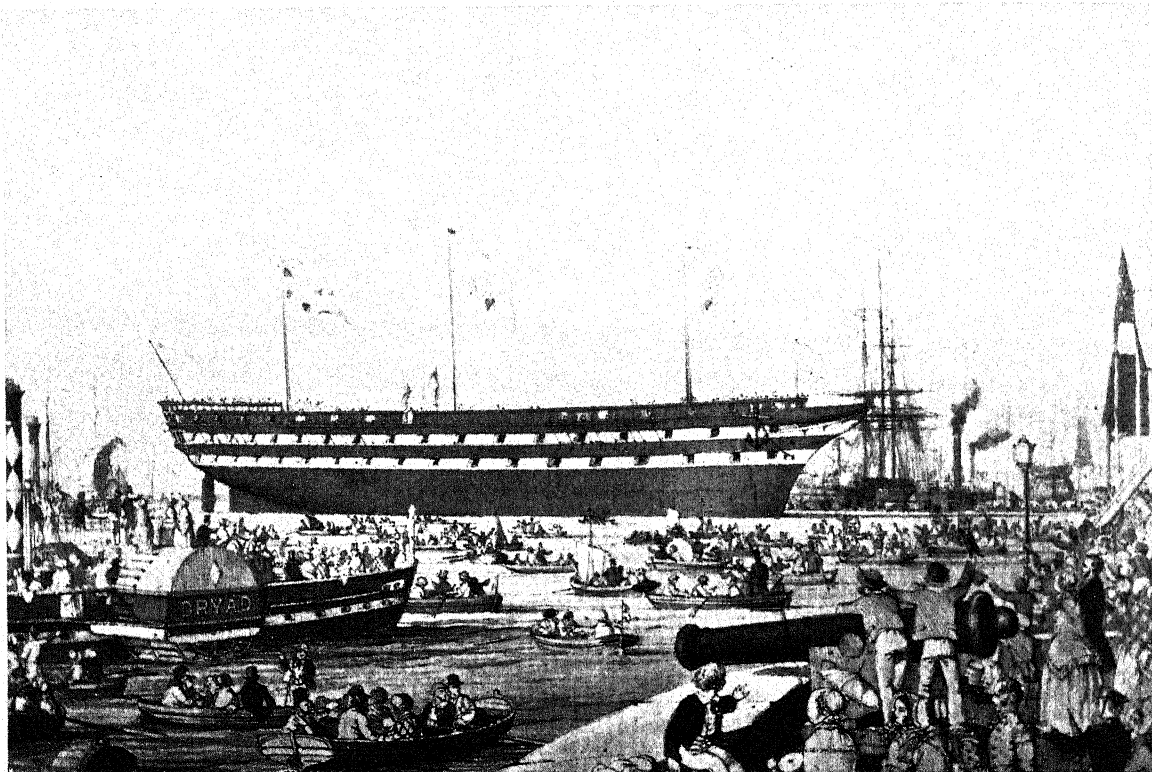
The Franco-Spanish fleet consisted of 33 ships, 5 frigates, and 2 small craft under Vice-Admiral Villeneuve and Admiral Don F. Gravina.

At daybreak the enemy were discovered 11 miles to leeward. The British fleet stood down to attack in two lines, and the French opened fire on the leader of the lee line at noon. At 12.10 Vice-Admiral Cuthbert Collingwood broke the enemy's line, and at 1 P.M. Nelson did the same. As soon as the light wind permitted, the remaining British ships came up and engaged, and by 1.30 the battle was at its height. The "Agamemnon" was the eighth ship in Lord Nelson's column, and was late getting into action, and played only a minor part, exchanging shots with the Spanish van. At 1.25 Lord Nelson was mortally wounded while walking the "Victory's" quarter-deck with his flag-captain, and by 3 P.M. the firing had diminished. At 4.40 P.M., having learned of the completeness of the victory, the British Commander-in-Chief quietly and without a struggle ceased to breathe. By 5 P.M. the fight was over, the fleet being 8 miles N.W. by W. of Trafalgar. The British lost 449 killed, which included Vice-Admiral Lord Nelson, 2 captains, and 34 officers; and 1241 wounded, which included 106 officers.

THE KING'S SHIPS

AGAMEMNON

The British ships suffered severely in the hulls, and many were wholly or partially dismasted. The Franco-Spaniards lost 18 ships captured, of which one blew up. It appears that the enemy lost about 7000 killed and wounded, which included 2 admirals and 7 captains killed. The remainder of the allied fleet managed to escape, and six months afterwards the French Commander-in-Chief, Vice-Admiral Villeneuve, died at Rennes, it is said by his own hand, and was buried without military honours. Of the 17 prizes, 2 sank, 2 were retaken, 6 were wrecked and lost in a storm after the battle, 2 were burned, and 1 was destroyed. The eldest surviving brother of Lord Nelson was created an Earl with £5000 a year settled on the title in perpetuity, and given £99,000 to buy an estate. An annuity of £2000 was assigned to Lady Nelson, and a sum of £15,000 was given to each of Nelson's two sisters. Vice-Admiral Collingwood was created a Peer with £2000 a year, and Flag-Captain Thomas Masterman Hardy was made a



Lithographed by A. Pernet.

LAUNCH OF THE SECOND "AGAMEMNON."

T. H. Parker, Brothers.

Baronet. A large number of lieutenants were promoted, and the fleet received the thanks of both Houses of Parliament. The "Agamemnon" lost 2 killed and 8 wounded.

On February 6th, 1806, the "Agamemnon," commanded by Captain Sir Edward Berry, was one of a fleet of 11 vessels, under the command of Vice-Admiral Sir John Duckworth, with his flag in "Superb," which attacked a French fleet of 9 vessels off San Domingo. A running action began at 10.10 A.M. and finished at 11.30, when the French Admiral with 1 other vessel ran his ship ashore. Both ships were subsequently burned. Three French ships were captured in addition, and the enemy lost about 1800 killed and wounded. The British lost 74 killed and 264 wounded, and the ships were badly knocked about. The "Agamemnon" owing to slow sailing was again late in getting into action, and lost 1 killed and 13 wounded. The fleet was voted the thanks of both Houses of Parliament.

On March 24th, 1806, the "Agamemnon," assisted by the "Carysfort," captured the French 18-gun sloop "Lutine."

On March 29th, 1806, off Barbados, the "Agamemnon" captured the notorious French 17-gun privateer "Dame Ernouf."

In 1807 the British Government observed that Napoleonic scheming tended to coerce Denmark into hostility against England. Accordingly a fleet of 65 vessels, under Admiral

Gambier, with his flag in "Prince of Wales," was despatched against Denmark, and they anchored about 4 miles from Copenhagen in August and established a blockade. The "Agamemnon," commanded by Captain Jonas Rose, joined the fleet during the second week of August. A large army of men under General Lord Cathcart laid siege to the city of Copenhagen. On the 23rd a flotilla of 28 small bombs, mortar boats, and gun-brigs attacked Copenhagen from seaward, while the army got ready their batteries against the town. After much firing the Danes capitulated, and surrendered their entire fleet of 70 vessels to the English. The big ships took no part in the engagement. The naval loss in the small vessels was only 4 killed and 13 wounded, while the army lost about 200 killed, wounded, and missing. The fleet received the thanks of Parliament; Admiral Gambier was raised to the Peerage, and Vice-Admiral Stanhope was given a Baronetcy.

During the last months of 1807 the "Agamemnon," commanded by Captain Jonas Rose, took part in the blockade of Lisbon.

The "Agamemnon" then proceeded to Brazil, and on June 20th, 1809, while commanded by Captain Jonas Rose, she was wrecked and lost in the River Plate. Many of the men wept when ordered to leave the famous old ship.

The second "AGAMEMNON" was a 91-gun vessel, launched at Woolwich in 1852. She owned the distinction of being the first screw line of battle ship actually built as such. She was of 3102 tons, and carried a crew of 850 men. With 600 horse-power she had a speed of 11 knots. Her length, beam, and draught were 230 ft., 55 ft., and 24 ft.

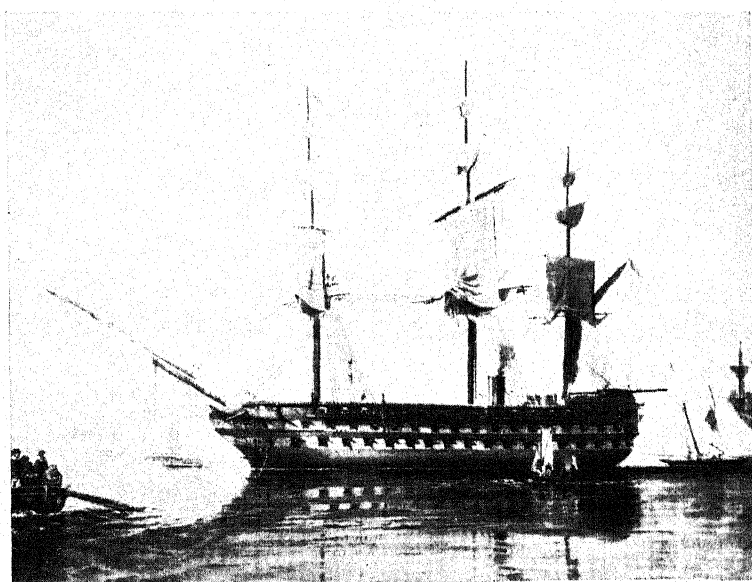
In 1854 the "Agamemnon," flying the flag of Rear-Admiral Sir Edmund Lyons, and commanded by Captain Thomas M. C. Symonds, was on the Bulgarian coast in order to be of assistance to the Turks, when Great Britain formally declared war against Russia on March 27th.



After Kilburn.
Engraved by D. J. Pound.

T. H. Parker,
Brothers.

Lyons



After O.W. Brierly, R.A.
Lithographed by T. G. Dutton.

T. H. Parker, Brothers.

THE SECOND "AGAMEMNON."

On May 19th the "Agamemnon" was one of an Anglo-French squadron which bombarded and drove the Russians out of Redout Kaleh, an operation which enabled the Turks to take possession of the place.

On September 26th the "Agamemnon" was one of a squadron which took possession of Balaclava, and then contributed 200 seamen to a large Naval Brigade which was being landed to assist the army in the attack upon Sebastopol from the landward side.

On October 17th the "Agamemnon," commanded

by Captain Wm. Robert Mends, and flying the flag of Rear-Admiral Sir Edmund Lyons, was one of a combined Anglo-French and Turkish fleet of 54 vessels under Vice-Admiral Dundas, with his flag in "Britannia," which took part in the first bombardment of Sebastopol. The attack from the land side began soon after daybreak. There being no wind the

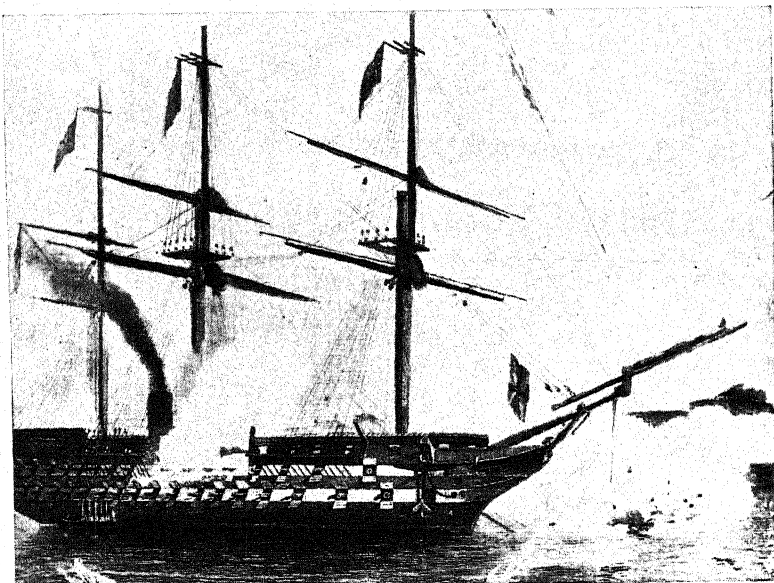
THE KING'S SHIPS

AGAMEMNON

steam vessels towed the sailing ships into their place of action, the fleet being led in by the "Agamemnon," which took a place about 1000 yards from Fort Constantine. The fleet

bombarded from 1.30 P.M. to 6 P.M., and then withdrew, having lost 44 killed and 266 wounded. The French lost 212 killed and wounded, but the Russians in Sebastopol admitted a loss of 1100 killed and wounded, though the real number was believed to be much nearer 5000. The British ships suffered severely in the masts, yards, and rigging, but very little serious damage was done to the Russian batteries.

The "Agamemnon" twice caught fire, had 4 killed and 25 wounded, and owing to her nearness to the forts suffered very severely. She was almost a wreck, and had been hit no less than 280 times. At one time the "Agamemnon" was nearly



After G. W. Terry.

A. Ackermann

"AGAMEMNON" ENGAGES FORT CONSTANTINE.

overpowered, but remarking "I'm damned if I leave this," Sir Edmund Lyons signalled to the "Bellerophon" to relieve the fire, which she did.

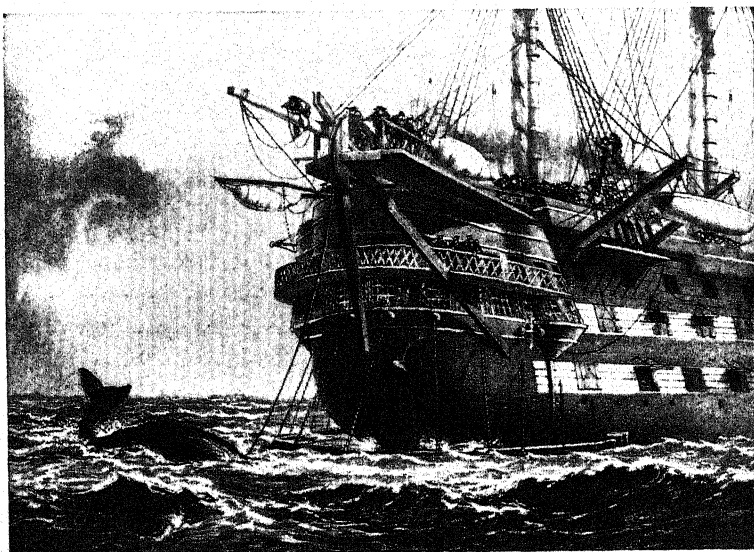
On May 22nd, 1855, the "Agamemnon" was one of a British fleet of 33 vessels co-operating with French, Turkish, and Sardinian forces, under Rear-Admiral Sir Edmund Lyons, who flew his flag in "Royal Albert," which sailed from Kamiesh Bay. On May 24th they reached Kertch and landed troops. The Russians blew up their fortifications, abandoned a hundred guns, and retired, after having destroyed 3 steamers, several other heavily armed vessels, as well as large quantities of provisions, ammunition, and stores.

These results were effected without loss to the Allies, who captured 12,000 tons of coal.

The general handiness of the "Agamemnon" during these operations was much commented on. Sir Edmund Lyons used her with such constancy for small ship work that she was nicknamed "Lyons's brougham."

On October 7th, 1855, the "Agamemnon" sailed from Sebastopol in an Anglo-French fleet of about 90 vessels, with nearly 10,000 troops, under Rear-Admiral

Sir Edmund Lyons, with his flag in "Royal Albert." They were to attack the fortress of Kinburn, and so harass the communications and rear of the large Russian army in the Crimea. They arrived off Kinburn on the 14th and landed the troops. The ships anchored with only 2 feet of water under their keels, and began a tremendous bombardment at 9.30 A.M.



After R. Dudley. Lithographed by R. M. Bryson.

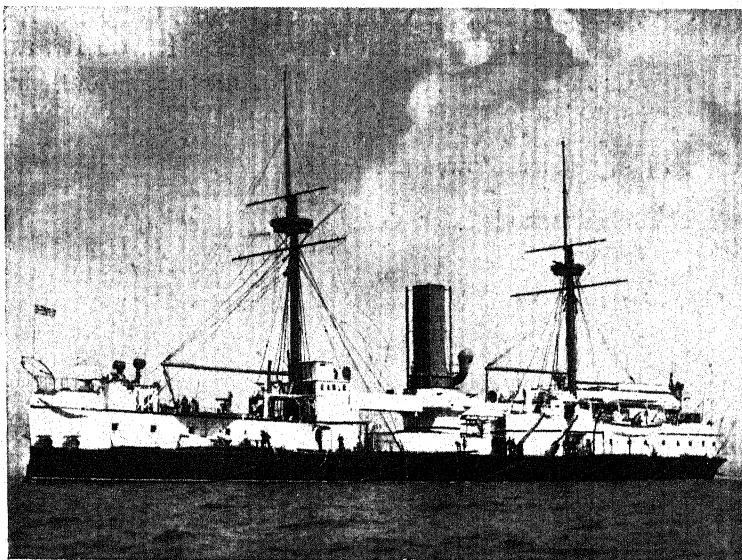
T. H. Parker, Brothers.

A WHALE FOULS THE ATLANTIC CABLE.

on October 17th, while the troops threatened from the landward side. After a few hours the Russians surrendered, and were permitted to march out with the honours of war, having lost only 45 killed and 130 wounded. The British had but 2 people hurt, and their injuries were due to the bursting of a gun in the "Arrow." The employment of 3 French armoured vessels makes this action noteworthy, as well as the fact that only steam vessels were employed.

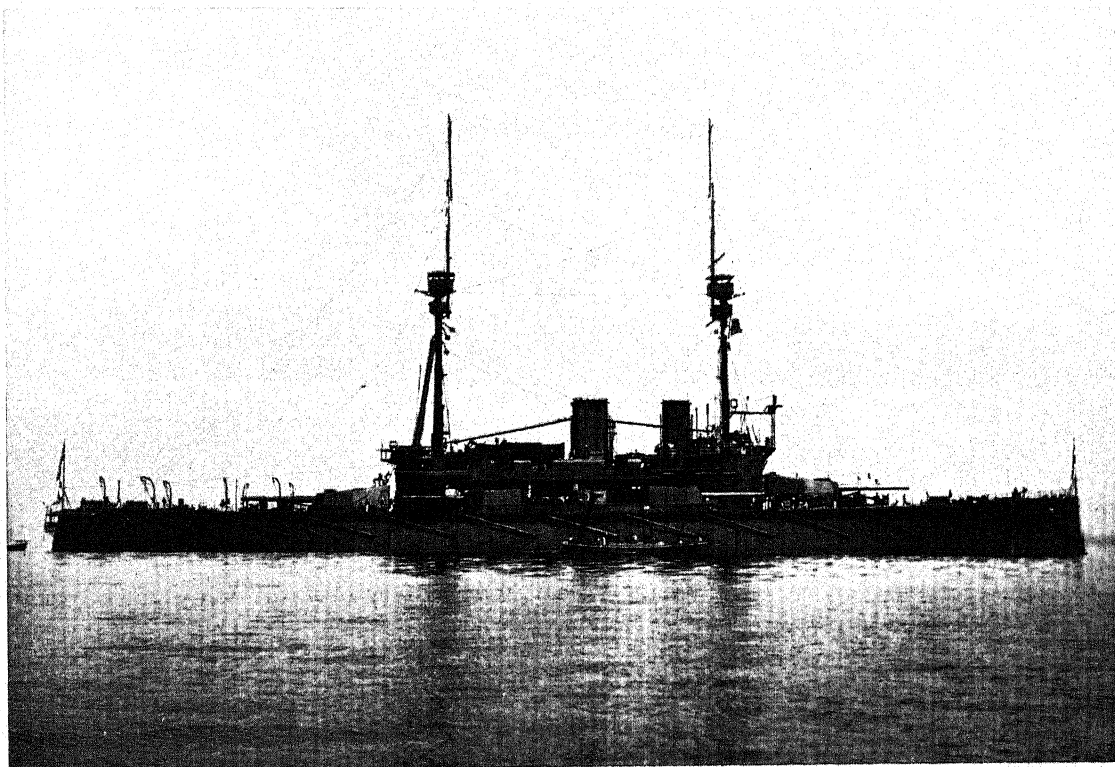
In 1857 the "Agamemnon," commanded by Master Cornelius Thomas Noddall, made an attempt, in co-operation with an American frigate, to lay the first Atlantic telegraph cable. When 335 miles of cable had been paid out, it unfortunately parted, and the operations perforce ceased.

In July 1858 the "Agamemnon," commanded by Captain George William Preedy, successfully laid the first Atlantic submarine cable from Queenstown to Newfoundland. On one occasion a whale fouled the cable but fortunately no damage was done. She was assisted by the American frigate "Niagara," which laid the western half.



From the photograph by H. J. Symonds.

THE THIRD "AGAMEMNON."



From the photograph by Ernest Hopkins.

THE FOURTH "AGAMEMNON."

THE KING'S SHIPS

ALACRITY

In 1870 the "Agamemnon" was sold for £10,181.

The third "AGAMEMNON" was a twin-screw 4-gun turret-ship, launched at Chatham in 1879. She was of 8490 tons, 6000 horse-power, and 13 knots speed. Her length, beam, and draught were 280 ft., 66 ft., and 24 ft.

This ship was one of a type specially built to allow of their passage through the Suez Canal. On going through in 1885, however, she ran aground many times and held up the traffic for several days. She eventually got through to China, and under the command of Captain Samuel Long, she shadowed the Russian flagship "Vladimir Monomach" at a time of national crisis.

The reader who is interested in this shadowing would do well to read the admirable short story entitled "Parted Brass-rags" in Major W. P. Drury's *Bearers of the Burden*.

In 1888 the "Agamemnon," commanded by Captain Charles Searle Cardale, was one of a fleet of 1 German and 7 English ships under Rear-Admiral the Hon. Edmund Fremantle, with his flag in "Boadicea," which took part in the blockade of the Zanzibar Littoral.

This was undertaken in the interests of the suppression of slavery, and partly in consequence of the revolt of several of the coast towns against German authority.

Apart from the capture of slave dhows, the incidents of the blockade were of an uninteresting nature.

In 1903 the "Agamemnon" was sold.

The fourth "AGAMEMNON" is a 14-gun twin-screw battleship, launched at Dalmuir in 1906. She is of 16,500 tons, 16,750 horse-power, and 18 knots speed. Her length, beam, and draught are 410 ft., 79 ft., and 27 ft.

ALACRITY

The Wars of the French Revolution and Empire—

Action with French "Abeille" 1811
Destruction of Greek pirates at Psara 1826

The third China War—

The capture of the Taku Forts 1900
The relief, defence, and capture of Tientsin 1900

ALACRITY.—Cheerful or ardent promptitude.

The first "ALACRITY" was an 18-gun sloop, launched at Newcastle in 1806. She was of 384 tons, and carried a crew of 121 men. Her length, beam, and draught were 100 ft., 30 ft., and 12 ft.

On May 26th, 1811, the "Alacrity," commanded by Commander Nesbit Palmer, was captured off Corsica by the French 20-gun vessel "Abeille." The circumstances were not very creditable to Captain Palmer, who died of his wounds. The "Alacrity" lost 5 killed and 13 wounded, and the "Abeille" had 7 killed and 12 wounded.

The second "ALACRITY" was a 10-gun brig sloop, launched at Deptford in 1818. She was of 236 tons, and carried a crew of 75 men. Her length, beam, and draught were 90 ft., 25 ft., and 9 ft.

On April 9th and 10th, 1826, the "Alacrity," commanded by Commander James Hope Johnstone, sent her boats under Lieutenant Richard Triscott to destroy 3 Greek pirate vessels at the Island of Psara. The work was successfully accomplished with the loss of Triscott and 3 seamen severely wounded. Lieutenant Wheatley was badly burned. On the other hand, 40 of the pirates were killed and 70 were made prisoners.

In 1835 this vessel was sold for £660.

The third "ALACRITY" was a 3-gun screw despatch-vessel, launched at Blackwall in 1856. She was of 670 tons, 200 horse-power, and carried a crew of 65 men. Her length, beam, and draught were 180 ft., 28 ft., and 8 ft.

In 1864 the "Alacrity" was broken up.

THE KING'S SHIPS

The fourth "ALACRITY" was a 1-gun schooner of 120 tons, launched at Sydney in 1872, and employed on the Australian station. Her length, beam, and draught were 87 ft., 19 ft., and 6 ft.

In 1882 the "Alacrity" was sold at Sydney.

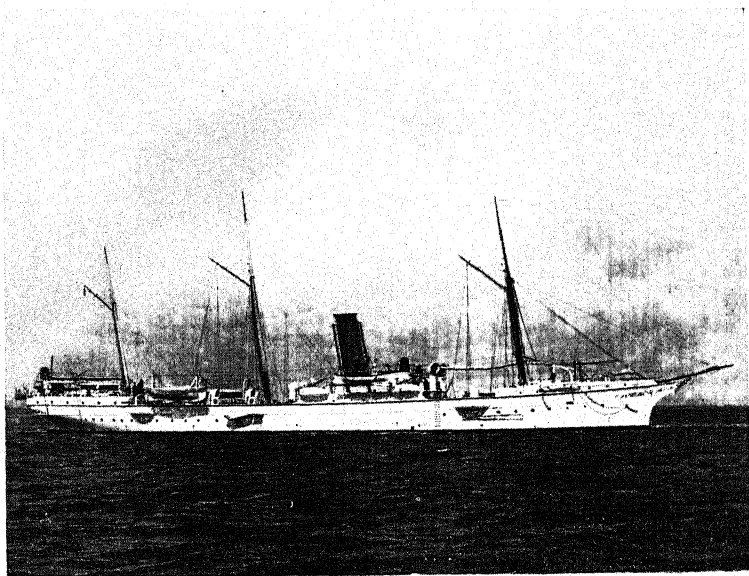
The fifth "ALACRITY" was a twin-screw despatch-vessel, launched at Palmer's Yard, Jarrow-on-Tyne, in 1885. She was of 1700 tons, 3000 horse-power, and 18 knots speed. Her length, beam, and draught were 250 ft., 32 ft., and 14 ft.

In 1900 the "Alacrity," commanded by Commander Christopher George F. M. Cradock, took part in the third Chinese War or Boxer Riots.

On June 16th Commander Cradock landed at the head of a combined Anglo-German-Russian-Japanese-Italian-Austrian brigade of 35 officers and 869 men, and co-operated with the allied ships in the attack on the Taku Forts. After the forts had been effectively bombarded by the ships, the allied brigade advanced to the attack, but finding that the Chinese still needed further punishment, they took shelter in the

cover afforded by a bend in the river. At 4.30 A.M. on the 17th the allies advanced, and captured all the forts on the north side of the river. The British and Japanese scaled the parapet together, the Japanese Commander being the first man up. Having assisted Commander Cradock up the wall the Japanese officer was killed. The British casualties were 1 killed and 13 wounded. Commander Cradock mentioned Lieutenant Eric Charrington, of the "Alacrity," as having distinguished himself, and commended Surgeon Robley Browne of the same ship for his attention to the wounded.

On June 22nd Commander Cradock commanded a column of 760 men of mixed

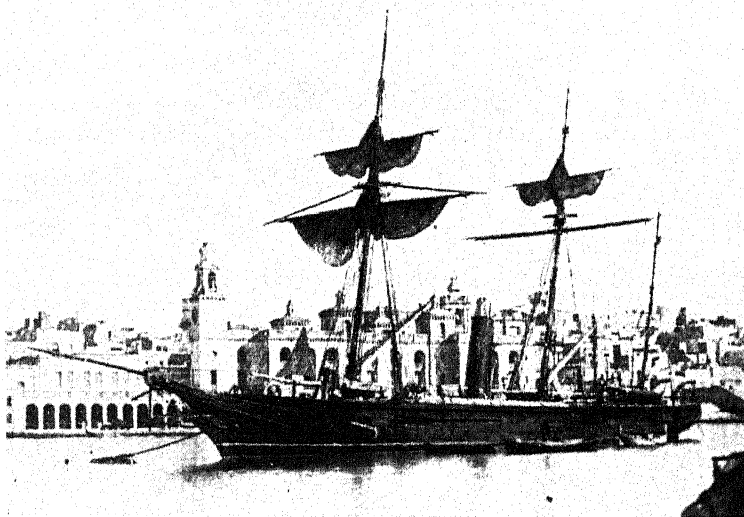


From the photograph by H. J. Symonds.

THE FIFTH "ALACRITY."

nationalities which arrived at Tientsin in spite of a vigorous opposition, and assisted in the international defence of that place, and in the capture of Pieyang Arsenal.

During these China operations the Navy landed 167 officers and 2040 men. They suffered 7 officers and 83 men killed, and 13 officers and 256 men wounded.



THE THIRD "ALACRITY."

Admiral Rodney Lloyd.

THE KING'S SHIPS

ALBACORE

During 1913 this vessel was ordered home to pay off, probably for the last time.

The sixth "ALACRITY" is a twin-screw despatch-vessel which was launched at Jarrow-on-Tyne as the "Surprise" in 1885. She is of 1650 tons, 3000 horsepower, and 17 knots speed. Her length, beam, and draught are 250 ft., 32 ft., and 14 ft. She was given the name of "Alacrity" in 1913.

ALBACORE

ALBICORE

The Wars of the French Revolution and Empire—

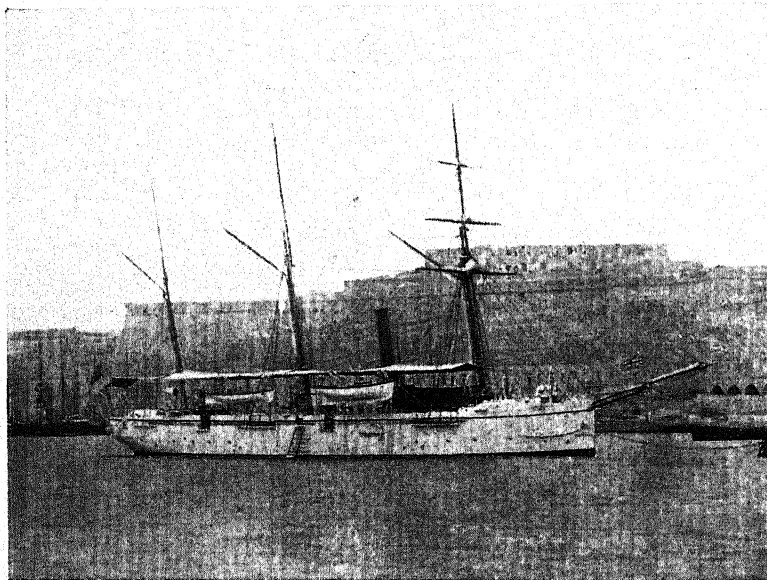
Captured French "Athénienne" 1796
The blockade of the French coast 1804

Action with French invasion flotilla off Normandy . 1804
Action with French "Gloire" 1812



ALBACORE.—A large fish of the mackerel family, common in the Mediterranean. The name is more commonly spelt Albicore.

The first "ALBACORE" was a 16-gun sloop of 319 tons, captured from the Americans in 1781. She carried a crew of 125 men, and her length, beam, and draught were 97 ft., 27 ft., and 11 ft.



From the photograph by Richard Ellis.

THE SIXTH "ALBACORE."

In April 1784 the "Albacore" was sold for £850.

The second "ALBACORE" was a 16-gun sloop of 361 tons, launched on the Thames in 1794. She carried a crew of 125 men, and her length, beam, and draught were 105 ft., 28 ft., and 12 ft.

On May 8th, 1796, the "Albacore," commanded by Commander Robert Winthrop, captured the French 14-gun ship "Athénienne" off Barbados.

In 1802 this vessel was sold.

The third "ALBACORE" was an 18-gun sloop of 370 tons, launched at Bristol in 1804. She carried a crew of 121 men, and her length, beam, and draught were 106 ft., 28 ft., and 11 ft.

In 1804 the "Albacore" was engaged in the blockade of the French coast, and in various operations against the French flotilla destined for the invasion of England.

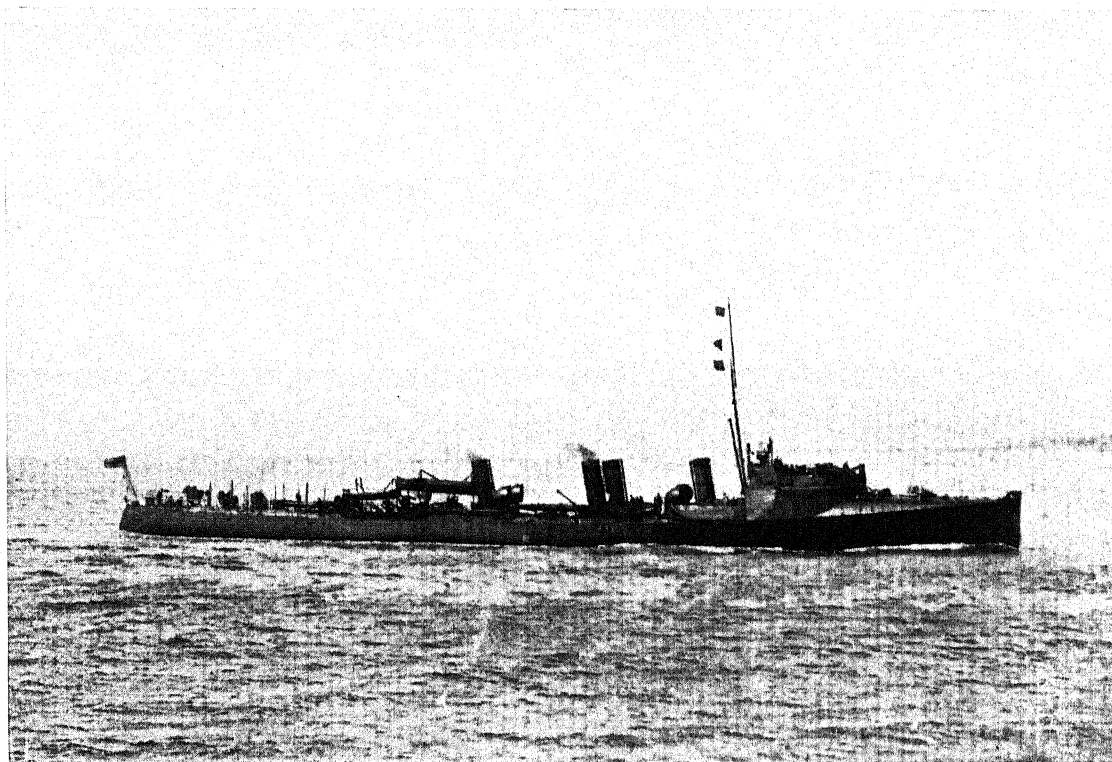
On October 8th, 1804, the "Albacore," commanded by Commander the Hon. Major Jacob Henniker, chased some French vessels along the Normandy coast. On the following day the "Albacore" stood in under a heavy fire, and drove 5 French luggers on shore. The "Albacore" was much cut about, but none of her men was hurt.

On December 18th, 1812, the "Albacore," commanded by Commander Henry Thomas Davies, assisted by the schooner "Pickle," most gallantly attacked the French 40-gun frigate "Gloire" off the Lizard. The "Albacore" lost 1 killed and 7 wounded, but the French frigate, instead of stopping to capture the "Albacore," made off in hot haste.

In 1815 this vessel was sold.

The fourth "ALBACORE" was a 37-ton sailing-vessel, launched at Bermuda in 1828. Her length, beam, and draught were 44 ft., 14 ft., and 7 ft.

The fifth "ALBACORE" was a 2-gun screw-vessel, launched at Cowes in 1856.



THE SEVENTH "ALBACORE."

From the photograph by H. J. Symonds.

She was of 235 tons, and carried a crew of 36 men. Her length, beam, and draught were 108 ft., 22 ft., and 6 ft.

She was built too late to take part in the Russian war.

In 1885 the "Albacore" was broken up at Bermuda.

The sixth "ALBACORE" was a 4-gun screw-gunboat, launched at Birkenhead in 1883. She was of 560 tons, 770 horse-power, and 11 knots speed. Her length, beam, and draught were 135 ft., 26 ft., and 11 ft.

In 1884 the "Albacore," commanded by Lieutenant Palmer Smythies, took part in the Egyptian campaign, and assisted in the defence of Suakin against the Mahdists. In 1906 the "Albacore" was sold.

The seventh "ALBACORE" is a turbine torpedo-boat destroyer, purchased in 1909 from Messrs. Palmer of Jarrow, who had built her on the chance of her being required. She is of 440 tons, 8000 horse-power, and 30 knots speed. Her length, beam, and draught are 221 ft., 21 ft., and 8 ft.

ALBATROSS

The Wars of the French Revolution and Empire—

Engagements with French gunboats off Suez . . . 1799

Suppression of West African Slavery . . . 1844

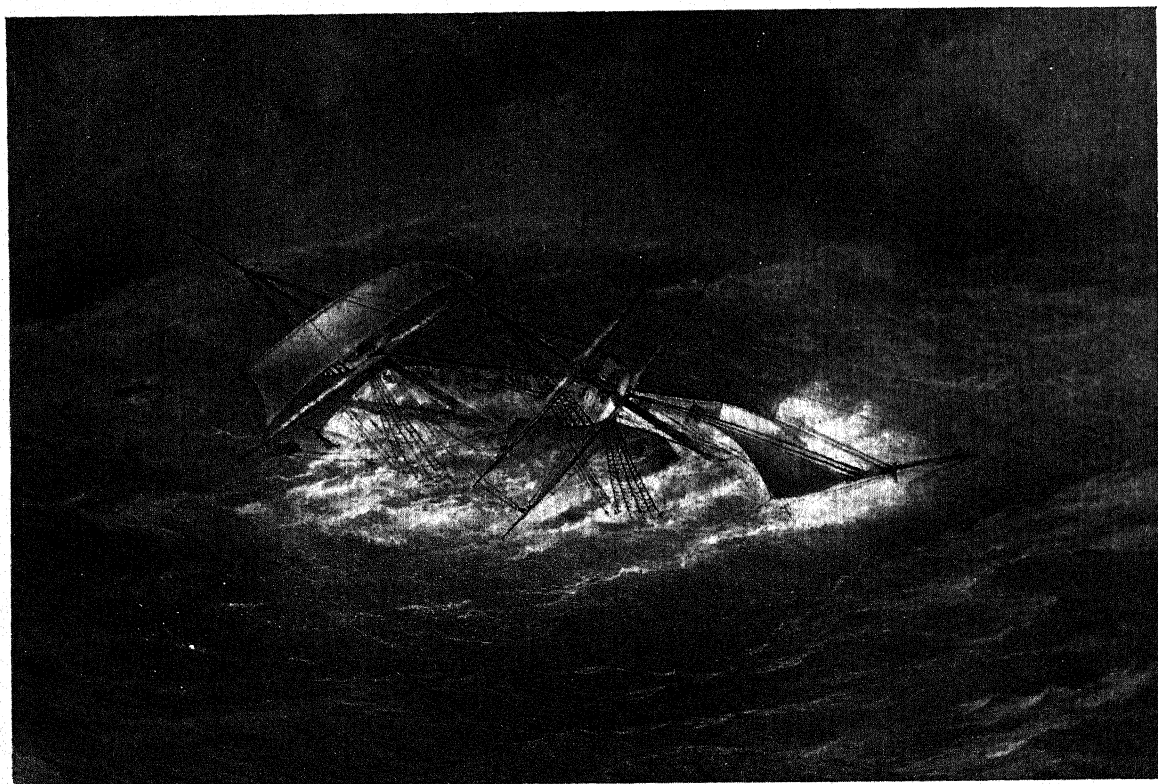
Captured slaver "Constancio" . . . 1844

Suppression of Malay Piracy . . . 1849



ALBATROSS.—A genus of aquatic birds (*Diomedea*) closely allied to the petrels and gulls. It is the largest and strongest of all sea-birds. It has a large, strong, and sharp-edged beak, the upper mandible terminating in a large hook. The wings are narrow and very long, and sometimes measure when extended 17 ft. from tip to tip. The feet have no hind toe, and the anterior toes are completely webbed. The most common type is the Common or Wandering Albatross which frequents all parts of the Southern Ocean. It feeds on small fish and on the animal refuse that floats on the sea, eating to such excess at times that it is unable to fly, and rests helplessly on the water. The colour of the bird is dusky white, the back being streaked transversely with black or brown bands, the wings being darker than the rest of the body. The flesh is eaten by the inhabitants of Kamchatka, who turn its entrails into bladders for use as net floats, and its wing bones into tobacco pipes. The albatross lays one egg; it is white with a few spots, and is about 4 in. long.

The first "ALBATROSS" was an 18-gun sloop, launched at Rochester in 1795.



After S. Livesay. Lithographed by T. G. Dutton.

T. H. Parker, Brothers.

THIRD "ALBATROSS" IN HURRICANE.

She was of 366 tons, and carried a crew of 121 men. Her length, beam, and draught were 96 ft., 30 ft., and 11 ft.

In 1799, while under the command of Commander Charles Adam, the "Albatross," in company with the "Centurion," was detached from the East Indian station. They appeared off Suez on April 27th, chased 2 French gunboats into the harbour, and created great alarm during the two months that they remained in the neighbourhood. But having no troops on board they did not endeavour to take Suez from the French.

She then returned to the East Indies, and completed a 12-years' commission on that station, and was sold out of the Service in 1807.

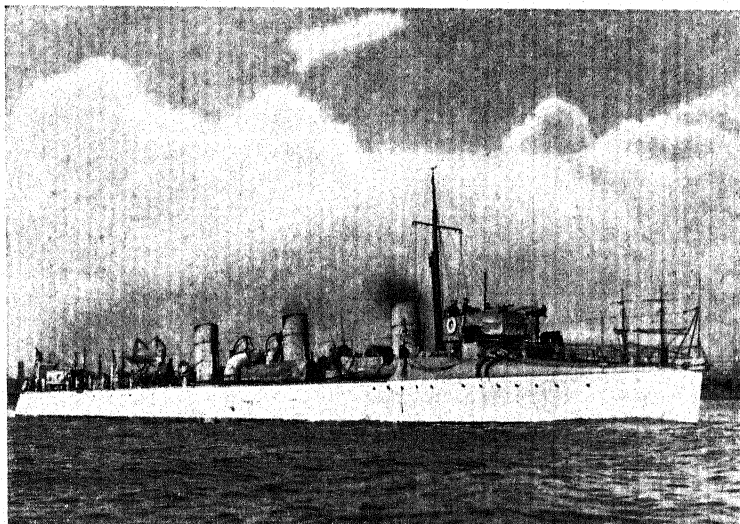
THE KING'S SHIPS

The second "ALBATROSS" was a 64-ton tender, launched in Scotland, and purchased in 1828.

The third "ALBATROSS" was a 16-gun brig, launched at Portsmouth in 1842. She was of 484 tons, and carried a crew of 174 men. Her length, beam, and draught were 105 ft., 82 ft., and 11 ft.

In 1844 the "Albatross," commanded by Commander Reginald Yorke, was engaged in the suppression of the slave trade on the African coast, and on July 10th, after a ten-hours' chase, she captured the "Constancio," a beautiful brigantine of 170 tons and a most notorious slaver, which had made 21 voyages, carrying 600 slaves at a time.

In 1849 the "Albatross," commanded by Commander Arthur Farquhar, was at the head of a small expedition against the pirates of the Borneo Seas. The "Royalist," the H.E.I. Company's steamer "Nemesis," the steam tender "Ranee," and a native flotilla under Rajah Brooke, were in company. In July they engaged a number of pirates off the Sarebas River, and engaged in a running action in the darkness along the coast. Eighty prahus and about 1200 Malays were destroyed, the crew of one of the prahus being overrun and cut up by the paddles of the "Nemesis." On the British side only a few injuries were received. The "Albatross" afterwards burnt more prahus, destroyed several villages in the Sarebas and Rejang, and taught the Malays a lesson so severe and wholesome that it was not forgotten for several years.



From the photograph by H. J. Symonds.

THE SEVENTH "ALBATROSS."

In 1860 the "Albatross" was broken up.

The fourth "ALBATROSS" was a 6-gun screw-sloop of 695 tons, laid down at Chatham in 1861.

Before the work had proceeded very far the Admiralty ordered it to cease.

The fifth "ALBATROSS" was a 4-gun screw-sloop, launched at Chatham in 1873. She was of 894 tons, 840 horse-power, and 11 knots speed. Her length, beam, and draught were 160 ft., 31 ft., and 13 ft.

In 1889 this vessel was broken up at Chatham.

The sixth "ALBATROSS" was a small sailing cutter, for many years attached as a tender to the "Britannia," the training-ship at Dartmouth. She will doubtless be remembered with affection by many Naval officers, as she was used for the instruction of Naval cadets in boat sailing.

The seventh "ALBATROSS" is a twin-screw torpedo-boat destroyer, launched at Chiswick in 1898. She is of 430 tons, 7500 horse-power, and 32 knots speed. Her length, beam, and draught are 228 ft., 21 ft., and 9 ft.

ALBEMARLE

The War of the English Succession—

The battle off Beachy Head 1690
 The battles off Cape Barfleur and La Hogue 1692

The War of American Independence—

Nelson's attack on Turk's Island 1783



ALBEMARLE.—George Monck, Duke of Albemarle, Admiral and General-at-Sea. Born in Devonshire, December 6th, 1608, as the second son of Sir Thomas Monck, Knight. Thrashed an under-sheriff for insulting his father in 1625, and to avoid legal proceedings took service as a volunteer under his kinsman, Sir Richard Grenville, in the expedition to Cadiz. Ensign for gallantry in Borough's Regiment, 1627. Entered Dutch service, 1629, but quitted in 1638, having quarrelled with the Dutch magistrates on the question of their jurisdiction over the soldiers he commanded. Took part in suppression of the Irish Rebellion, 1642-1643. Committed to the Tower on a charge of high treason in 1644, and remained confined there for two years. Entered Parliamentary service, 1647, and acted as Governor of Ulster and Commander-in-Chief during much fighting until July 1649. Commanded what eventually became the Coldstream Guards during the invasion of Scotland, 1650-1651, and became Commander-in-Chief of that country. Appointed General-at-Sea, November 1652. Battle of Portland and blockade of Dutch coast, 1653, in which fighting he commanded a division. Battle of June 2nd and 3rd, 1653, off Netherlands coast, and was in sole command of fleet during a great part of the battle, and in subsequent fighting at Scheveningen, etc. Member of Parliament for Devonshire, 1653. Suppressed a Royalist insurrection in Scotland, 1654, and a mutiny of his own troops in December of the same year. Governor of Scotland until 1660. Marched to London in the Parliamentary cause, 1660. Compelled Parliament to dissolve, 1660, and to appoint a Council of State to govern in the interval. Appointed General-in-Chief and Joint Commander of the Navy, 1660. Brought about the Restoration of King Charles II., 1660. Created Baron Monck, Earl of Torrington, and Duke of Albemarle, with a pension of £7000 a year and an estate in Essex, July 1660. Captain-General of the New Model Army for life, August 1660. Lord High Admiral while the Duke of York was at sea, 1665. Commanded fleet in battle off North Foreland with Dutch, June 1666, and fought in subsequent July battles. Assisted in the restoration of order after the Fire of London, 1666. Defended the Medway from Dutch attacks, 1667. Died "like a Roman general and soldier almost standing up in his chair," January 1670. Buried in Westminster Abbey.

"He was of a very comely personage, his countenance very manly and majestic, the whole fabric of his body very strong."

He married Anne Clarges, the daughter of a farrier in the Savoy, and the supposed widow of a blacksmith, who died within a month of the Duke.

Although it is said that he never feared the shot of a cannon he had a wholesome dread of his wife, who was a vulgar and violent-tempered woman.

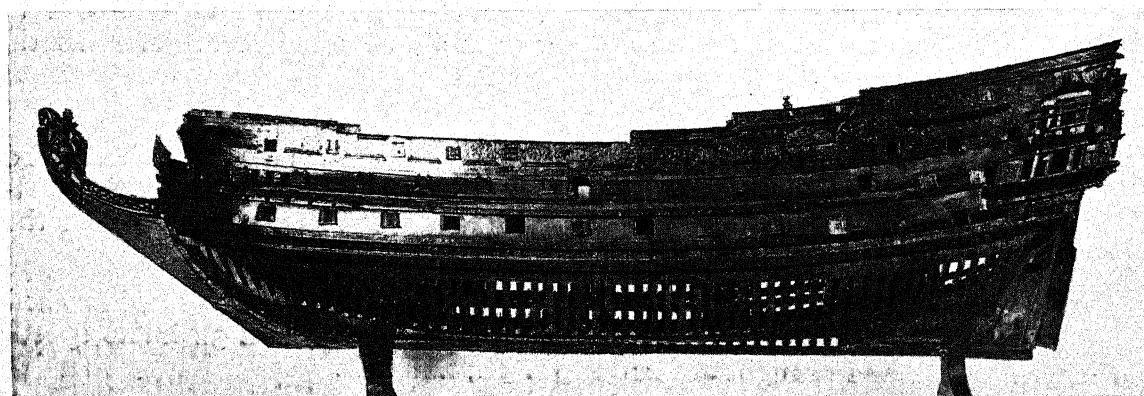


After Samuel Cooper.

T. H. Parker,
 Brothers.

*Very affectional
 to you
 Albemarle*

It has been thought that there was an "Albemarle" dating from 1666 or thereabouts. If such a ship did exist it has not been found possible to trace her. There certainly was a 52-gun ship "Monck" which was launched at Portsmouth



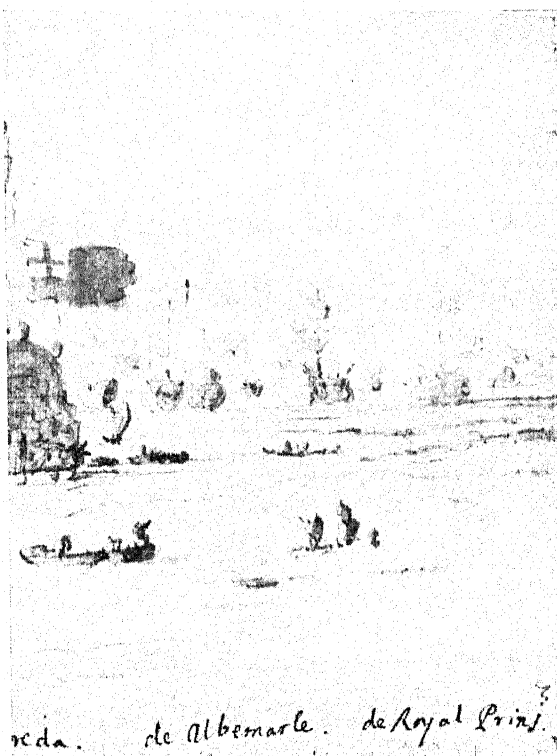
From the photograph by R. C. Anderson, Esq.,
 of the Model at the Royal United Service Institution

MODEL BELIEVED TO BE OF THE FIRST "ALBEMARLE."

in 1659. She was of 703 tons, and carried a crew of 210 men. Her length, beam, and draught were 108 ft., 35 ft., and 16 ft. It may have happened—it is put forward as a suggestion—that when George Monck was created Duke of Albemarle, the name of this ship was changed to "Albemarle," but confirmation is lacking.

The first "ALBEMARLE" was a second-rate, launched at Harwich in 1680. She was of 1395 tons, and mounted 90 guns, with a crew of 660 men. Her length, beam, and draught were 162 ft., 45 ft., and 21 ft.

In 1690 the "Albemarle," 90 guns, under the command of Captain Sir Francis Wheler, was in the centre or red squadron of the combined Anglo-Dutch fleet under Admiral Lord Torrington, who flew his flag in "Royal Sovereign." They were opposed to the French at the battle off Beachy Head, who were under the command of Tourville. The Allies had 12 ships and 500 guns less than the French. The battle was fought on June 30th. The Allies were badly beaten, 8 or 9 ships were destroyed,



Drawn by W. Van. de Velde (senior).

British Museum.

THE FIRST "ALBEMARLE," 1683.



After Isaac Sailmaker. Engraved by M. Vander Gucht.

British Museum.

THE BATTLE OFF BARFLEUR.

THE KING'S SHIPS

ALBEMARLE

and the French lost none. The loss of life on both sides was considerable. The Dutch lost 2 flag-officers, and the English some 3 captains. The English Commander-in-Chief was tried by court-martial, and though acquitted, he was superseded and never again employed.

In 1692 the "Albemarle," under the command of Sir Francis Wheler, was in the Blue or rear squadron of the combined Anglo-Dutch fleet under Admiral of the Fleet Edward Russell (flag in "Britannia"), which again met the French, who were still under Tourville, the victor at Beachy Head.

The English and Dutch fleet had 99 ships of the line, 38 frigates and fireships, and 6756 guns.

The French fleet had 44 ships of the line, 13 frigates and fireships, and 3240 guns.

The fleets met off Cape Barfleur on May 19th. The action began at 10 A.M., and was



THE THIRD "ALBEMARLE."

From the photograph by Ernest Hopkins.

brought to a conclusion during the evening by a thick fog. On May 20th and 21st the French were defeated, pursued, and scattered, and on the 22nd and 23rd twelve of their men-of-war were burned in the Bay of La Hogue. The French ships made a most gallant defence, but were completely defeated at the end of the six days' operations. Some twenty of them escaped by running through the dangerous race of Alderney, and four even went all the way round Scotland in order to reach a French port in safety.

Sir Francis Wheler perished on February 19th, 1692, when his flagship the "Sussex" foundered off Gibraltar.

In 1704 the "Albemarle" was rebuilt at Chatham.

In 1709 the "Albemarle" was renamed "Union."

The second "ALBEMARLE" was a 28-gun frigate, purchased in 1780. She was of 543 tons, and carried a crew of 200 men. Her length, beam, and draught were 125 ft., 32 ft., and 13 ft. She was originally the French prize "La Ménagère."

An interest centring round this ship lies in the fact that she was commanded by Captain

Horatio Nelson from August 17th, 1781, to July 3rd, 1783, and in 1781-1782 she was serving on the North American station during the war with America.

In March 1783 the "Albemarle," commanded by Captain Horatio Nelson, took part in an attack on Turk's Island in the West Indies. One hundred and sixty-seven men were landed under a commander of one of the ships present. The attack was repulsed, and 8 men were wounded on board the ships.

In June 1784 the "Albemarle" was sold for £370.

The third "ALBEMARLE" is a 16-gun twin-screw battleship, launched at Chatham in 1901. She is of 14,000 tons, 18,296 horse-power, and 18.6 knots. Her length, beam, and draught are 405 ft., 75 ft., and 26 ft.

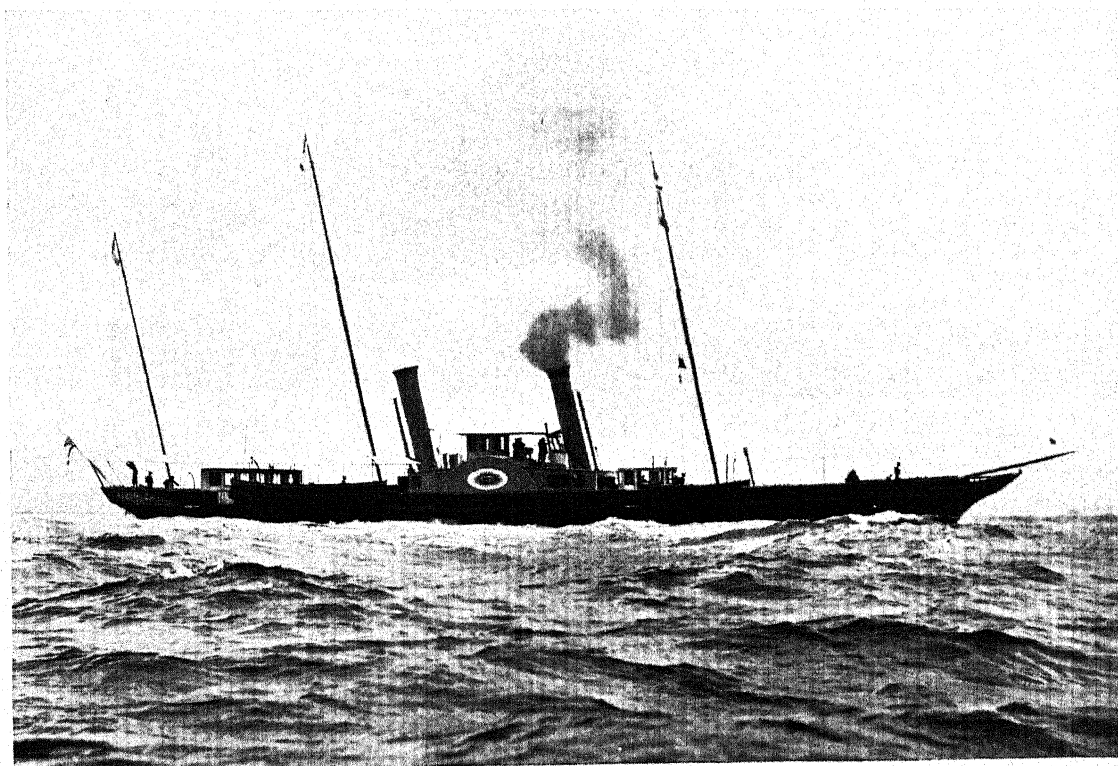
ALBERTA



ALBERTA.—This yacht was so named after Albert, Prince Consort, husband of Her Majesty the late Queen Victoria. Born August 26th, 1819, as the second son of Duke Ernest I. of Saxe-Coburg and Gotha, he married Her Majesty Queen Victoria on February 10th, 1840, and died amid every sign of universal sorrow on December 14th, 1861.

The "ALBERTA" was a Royal paddle yacht, launched at Pembroke in 1863. She was of 370 tons, 1200 horse-power, and 13 knots speed. Her length, beam, and draught were 160 ft., 22 ft., and 8 ft.

In 1912 this Royal yacht was broken up at Portsmouth.



THE "ALBERTA."

From the photograph by Ernest Hopkins.

ALBION

The War of American Independence—

The battle of Grenada	1779
Attack on French convoy off St. Lucia	1779
Rodney's action with De Guichen off Martinique	1780
Rodney's second action with De Guichen off Martinique	1780
Rodney's third action with De Guichen off Martinique	1780

The Wars of the French Revolution and Empire—

"I'll walk your quarter-deck until he sinks you"	1793
Assisted to capture French "Franchise"	1803
The blockade of Brest	1803
Assisted to capture French "La Clarisse"	1806

The War with America—

Boat attacks in Chesapeake Bay	1814
Blockade of the Patuxent River and consequent operations	1814
Operations in River Potomac	1814
The capture of Cumberland Island	1815
The bombardment of Algiers	1816
The battle of Navarino	1827

The Russian War—

The siege of Sebastopol	1854
The bombardment of Sebastopol	1854



ALBION.—The son of Neptune by Amphitrite. According to the mythological legends, he came to Britain, established a kingdom, and first introduced astrology and the art of building ships. He was killed at the mouth of the Rhone, with stones thrown by Jupiter, because he opposed the passage of Hercules.

ALBION.—The largest island of Europe, now called Great Britain. Its Gaelic form is "Alban" or "Albany," derived from *Alp*, a high hill. It is also said to be derived from *albus*, the Latin for "white," on account of the white chalk cliffs on the Straits of Dover. Albion is still a poetic name for Great Britain.

The first "ALBION" was a 74-gun ship, launched at Deptford in 1763. She was of 1662 tons, and carried a crew of 600 men. Her length, beam, and draught were 168 ft., 47 ft., and 16 ft.

In June 1773 the "Albion" was at Spithead in a fleet, under the command of Vice-Admiral Thomas Pye (flag in "Barfleur"), which was reviewed by His Majesty King George III. The following honours were conferred on this occasion: 2 Baronetcies, 5 Knighthoods; promotion of all commanders of sloops, first lieutenants of flagships, lieutenants commanding cutters and yachts, and two midshipmen from each of certain ships. The King further gave £350 to the crews of the "Barfleur," the "Augusta" yacht, and the Royal barge. Also £1500 to be distributed among the artificers, workmen, and labourers of the dockyard, victualling office, and gun-wharf.

On July 6th, 1779, the "Albion," commanded by Captain George Bowyer, took part in the action against the French known as the battle of Grenada. The French, under Admiral d'Estaing, consisted of 25 ships of the line and several frigates. The English, under Vice-Admiral John Byron, consisted of 21 ships of the line and one frigate. The French were anchored off Georgetown on the S.W. of the island, and the English approached during the night. The French weighed at 4 A.M., and the English chased. The English attacked in utter disorder and confusion, four ships got separated from the main body, and were very badly mauled. The French lost no ships and eventually hauled off.

The British lost 183 killed and 346 wounded. The French lost 190 killed and 759 wounded. The action reflected no credit on either side.

On December 18th, 1779, the "Albion" took part in a smart action between the French and English in the West Indies. The English sighted from St. Lucia a French convoy of 26 ships escorted by a frigate. Rear-Admiral Hyde Parker—the bulk of his squadron being under refit at the time—at once sailed with six ships, the "Albion" being one. They captured nine merchant vessels and drove four ashore. The French Rear-Admiral La Motte Picquet now put to sea from Martinique with three ships to retaliate, and the "Albion" and others worked up to windward to attack, but were recalled before the engagement was general.

On April 17th, 1780, the "Albion," commanded by Captain George Bowyer, took part in an action between the English and French fleets in the West Indies.

The English fleet, commanded by Admiral Sir George Rodney, consisted of 20 ships of the line, two of which mounted 90 guns, and six small frigates. The French, under Rear-Admiral de Guichen, consisted of 24 ships of the line, and carried 3000 troops. The "Albion" was in the van, which was commanded by Rear-Admiral Hyde Parker. The enemy were sighted on the night of the 16th under the lee of Martinique, and a general chase was at once ordered by Rodney. On the 17th the fleets manœuvred for position all the forenoon, and at noon Rodney

stood over to attack. A signal from the flagship was misunderstood, and the "Stirling Castle," the leading British ship, led towards the leading French ship instead of to the ship opposite her. The action began at 1 P.M. By 4.15 P.M. the English flagship had beaten three French ships out of the line, and at 4.30 the French stood away after an indecisive action. The British lost 120 killed, 354 wounded, 1 captain killed and 2 wounded. The French lost 222 killed and 537 wounded. Admiral Rodney censured his two junior flag-officers for inattention to signals, and gave the captain of the "Albion," among others, a certificate saying "he meant well, and would have done his duty had he been permitted." The "Albion" suffered 3 killed and 2 wounded.

On May 15th, 1780, the "Albion," commanded by Captain George Bowyer, took part in the second action off Martinique between Rodney and De Guichen. The fleets manoeuvred for position for five days, and on the afternoon of the 15th an indecisive and partial engagement resulted, in which the British van exchanged a close cannonade with the enemy's rear. The British fleet consisted of 20 sail of the line, and the French had 23. The British lost 21 killed and 100 wounded, to which the "Albion" contributed 12 killed and 62 wounded. This high proportion of loss is accounted for by the fact that the "Albion" gallantly led the van, and was more engaged than any other ship.

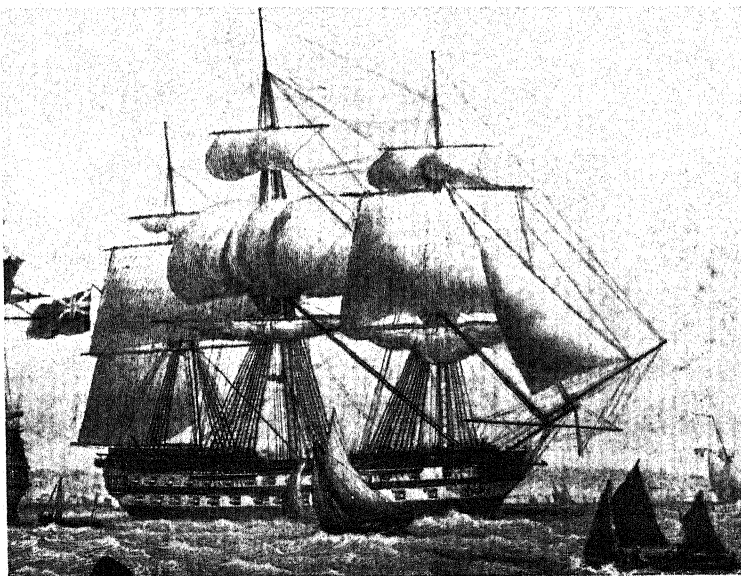
On May 19th, 1780, the "Albion" took part in the third and indecisive action between Rodney and De Guichen. This engagement was of exactly the same character as that fought four days previously. The British loss was 47 killed and 113 wounded. The "Albion" again led the van, and her loss of 12 killed and 61 wounded exceeded that of any ship in the line.

In 1793 the "Albion," commanded by Captain Savage, lay off Flushing in company with a Dutch squadron. Captain Savage dined with the Dutch Admiral. During the dinner it was found that two of the crew of the English barge were Dutch subjects, and the Admiral ordered them to be put in irons. Without stopping his dinner Captain Savage remarked: "You had better put them back into the boat, Admiral." "Why?" answered the host. "Because," said Savage, "unless you do I shall order my first lieutenant to bring the 'Albion' alongside your flagship, and damn me if I don't walk your quarter-deck until he sinks you!" The men were then returned to their boat.

In 1794 the "Albion" was converted into a floating battery for the defence of the English rivers, but on April 27th, 1797, while commanded by Captain Henry Savage, she was driven on shore, and wrecked on a sandbank in the river Swin, the crew being saved by the "Astræa" frigate.

The second "ALBION" was a 20-gun sloop of 366 tons, bought in 1798. She carried a crew of 80 men, and her length, beam, and draught were 103 ft., 30 ft., and 12 ft. I believe this vessel to be the same ship that had been hired for service as a 20-gun, 393-ton armed vessel from 1793 to September 11th, 1794. The slight difference of tonnage might perhaps be the result of more careful measuring.

In 1803 this vessel was sold at Sheerness.



After H. A. Luscombe.
Lithographed by T. G. Dutton.

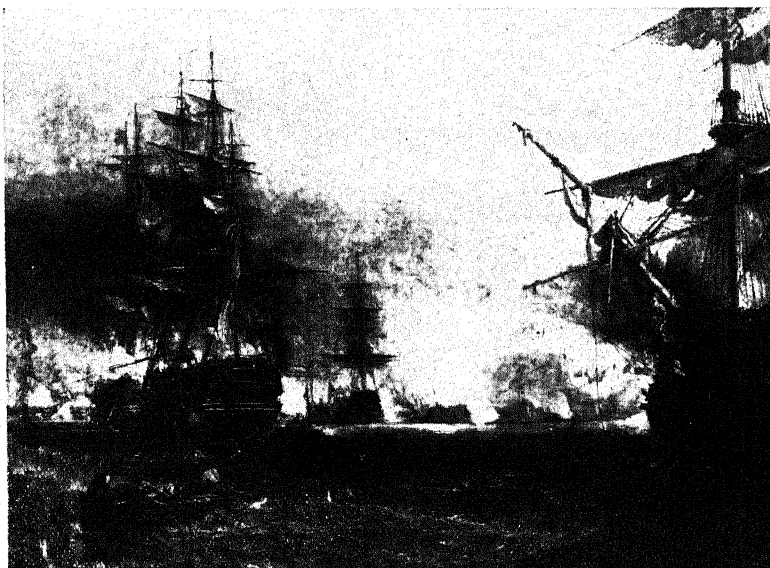
THE THIRD "ALBION."

T. H. Parker, Brothers.

THE KING'S SHIPS

ALBION

The third "ALBION" was a 74-gun ship, launched on the Thames in 1802. She was of 1730 tons, and carried a crew of 590 men. Her length, beam, and draught were 175 ft., 46 ft., and 18 ft.



Painted by G. Chambers.

The Painted Hall, Greenwich.

THE BOMBARDMENT OF ALGIERS.

On May 28th, 1803, the "Albion," in company with the "Minotaur" and "Thunderer," chased and captured the French 40-gun frigate "Franchise" in the English Channel.

In 1803 the "Albion" was for some time engaged in the blockade of Brest in the fleet commanded by Admiral the Hon. William Cornwallis.

In 1806 the "Albion," assisted by the "Sceptre," captured the heavily-armed French privateer "La Clarisse" in the East Indies.

In May 1814 the "Albion," commanded by Captain Charles B. Ross,

hoisted the flag of Rear-Admiral Cockburn, and took part in the war with America. Her men were landed, and many minor boat attacks took place in Chesapeake Bay.

In June the "Albion," assisted by other vessels, blockaded an American flotilla under Commodore Barney into the Patuxent River.

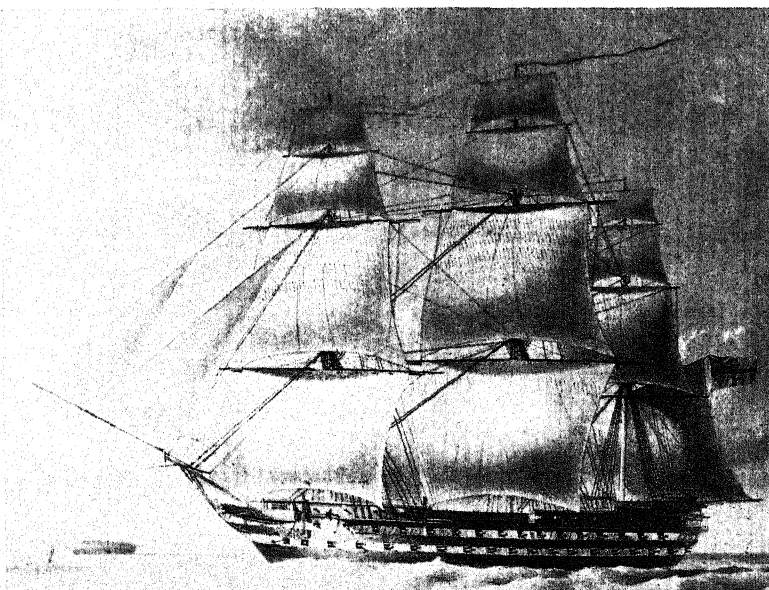
On July 19th the "Albion" proceeded up the river Potomac, landed the marines and took possession of Leonard's Town, and destroyed a large quantity of stores.

On August 20th the boats from the "Albion" and other vessels proceeded up the Patuxent River, under Admiral Cockburn, and attacked Commodore Barney's flotilla of 16 small vessels. One was captured and the others blew up, and after the destruction of some 13 merchant schooners, which had been under Commodore Barney's protection, the river operations ceased.

In January 1815 the "Albion" reduced and destroyed the fort and barracks at Point Peter, re-captured the British Indiaman "Harcourt," and then captured Cumberland Island. She was

arranging for further attacks when the Admiral was informed that peace had been concluded.

On August 14th, 1816, the "Albion," commanded by Captain John Coode, was one of a combined Anglo-Dutch fleet of about 36 vessels, proceeding from Gibraltar to bombard Algiers under Admiral Lord Exmouth, with his flag in "Queen Charlotte."



THE FIFTH "ALBION," *Admiral Sir William Dowell.*

The Dey was called upon to release Christian slaves, to repay certain monies which had been paid for the freeing of slaves, and to liberate the imprisoned British Consul. He did not comply, whereupon the fleet stood into the bay and anchored on August 27th, at 2.30 P.M. The bombardment, which was of a very fierce character, was at once begun, and by 7 P.M. the town, arsenal, storehouses, and vessels within the mole were burning briskly. The Moorish guns, to the number of 1000, replied with vigour, and at 10 P.M. the Moorish fire having been practically silenced, the British fleet cut their cables and stood out into the bay beyond reach of the forts. On the following morning preparations were made to renew the bombardment, but the Dey at once acceded to the terms. One thousand and eighty-three Christian slaves were freed, ransoms were restored, and an indemnity of 3000 dollars together with an apology was tendered to the Consul. The Moors lost between 4000 and 7000 killed and wounded.



*After Lieut. E. W. Brooker, R. N.
Lithographed by E. Walker.*

THE BOMBARDMENT OF SEBASTOPOL.

T. H. Parker, Brothers.

The British lost 128 killed and 690 wounded, to which the "Albion" contributed 3 killed and 15 wounded. Lord Exmouth was elevated to the dignity of Viscount Exmouth, and among other rewards Captain Coode was made a C.B. During the bombardment the "Albion" fired 4110 round shot.

On October 20th, 1827, the "Albion," commanded by Captain John A. Ommaney, was one of a combined Anglo-French-Russian fleet of 27 vessels in all, commanded by Vice-Admiral Sir Edward Codrington, with his flag in "Asia." On this day they stood into Navarino Harbour in Messenia to restrict the movements of a Turkish-Egyptian fleet of 89 men-of-war. The enemy very soon opened fire, and the action became general as the allies moored with springs on both anchors. The Turks behaved with great bravery, but their fate was sealed, and they lost 60 ships destroyed and about 4000 men killed and wounded in a very short time. The allies suffered considerably in the hulls and aloft, and suffered 181 killed and 470 wounded, to which the British contributed 80 killed and 206 wounded. The "Albion" lost her second in command, Commander John Campbell, and 9 killed, in addition to 50 wounded. Sir Edward Codrington was made a G.C.B., all commanders and first lieutenants were promoted, and all commanders and captains who had not previously held the C.B. were rewarded with that honour. Before the action the Captain of Marines of the "Albion" stated that he felt he was near his death, a presentiment which was justified.

In 1836 this ship was broken up at Deptford.

THE KING'S SHIPS

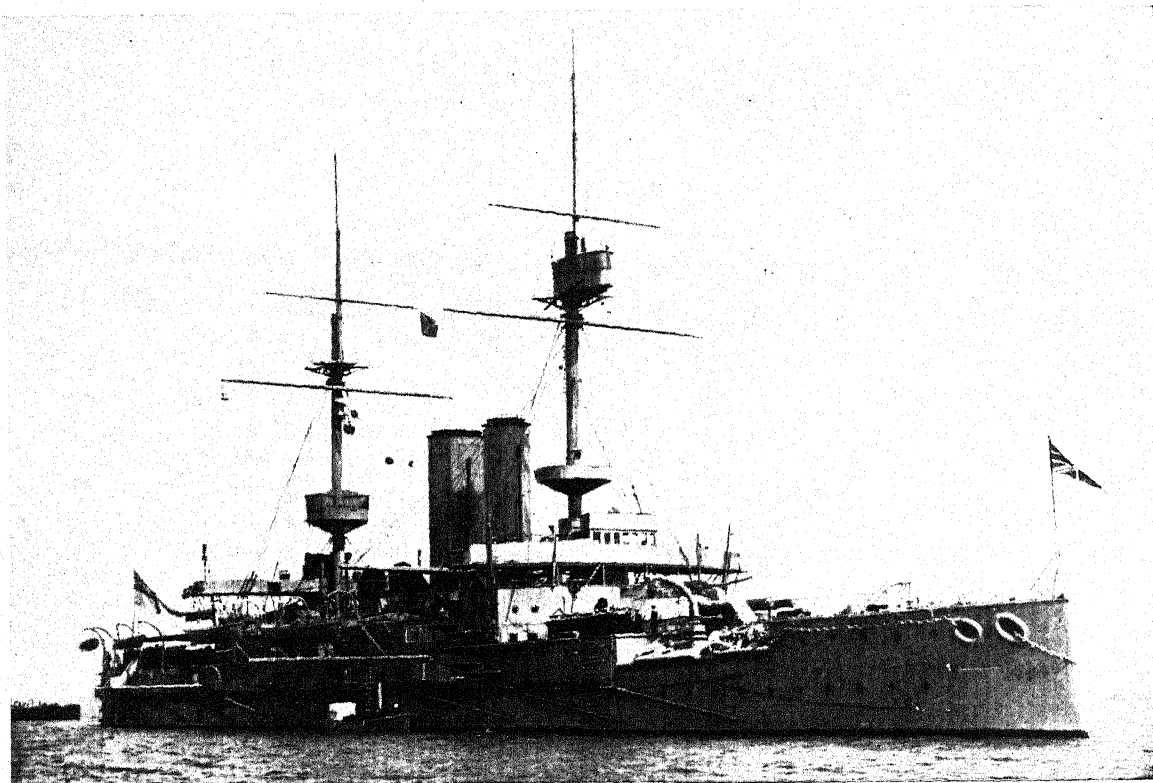
ALBION

The fourth "ALBION" was a French 8-gun cutter.

She was attacked and captured on November 4th, 1803, by the boats of the "Blanche," at Monte Cristo in the Island of San Domingo.

The fifth "ALBION" was a 90-gun ship, launched at Plymouth in 1842. She was of 3111 tons, and carried a crew of 830 men. Her length, beam, and draught were 204 ft., 60 ft., and 19 ft.

In 1854 the "Albion," commanded by Captain Stephen Lushington, took part in the Russian war. In September a Naval Brigade of 2400 seamen, 2000 marines, 65 officers, 50 shipwrights, and 140 guns were landed to assist the army in the siege of Sebastopol under the general command of Captain Lushington of the "Albion."



THE SIXTH "ALBION."

From the photograph by Ernest Hopkins.

On October 17th, 1854, the "Albion," commanded by Commander Henry Rogers, acting in the absence of Captain Lushington, was one of a combined Anglo-French fleet of 54 vessels under Vice-Admiral Dundas, with his flag in "Britannia," which took part in the first bombardment of Sebastopol. Two Turkish ships of the line also assisted in the attack. The attack from the land side began soon after daybreak. There being no wind, the steam vessels towed the sailing ships into their place of action, the "Albion" being towed by the "Firebrand," and the fleet began to bombard at 1.30 P.M. At 6 P.M. the British ships withdrew, having lost 44 killed and 266 wounded, to which the "Albion" contributed 11 killed and 71 wounded. The French lost 212 killed and wounded, but the Russians in Sebastopol admitted a loss of 1100 killed and wounded, though the real number was believed to be nearer 5000. The British ships suffered severely in masts, yards, and rigging, but very little serious damage was done to the Russian batteries. The "Albion" caught fire three times, was so badly mauled that she had to haul out of the fight, and would probably have gone ashore but for the efforts of the tugs.

ALERT

THE KING'S SHIPS

The "Albion," in 1861, was fitted with a screw and engines of 1835 horse-power. Her new measurement was 4382 tons, and she mounted 72 guns, and was of 10 knots speed.

In 1884 the "Albion" was sold.

The sixth "ALBION" is a 14-gun twin-screw battleship, built at Blackwall in 1898. She is of 12,950 tons, 13,500 horse-power, and 18 knots speed. Her length, beam, and draught are 390 ft., 74 ft., and 26 ft.

An unfortunate accident took place when she was launched on June 21st. A wave caused by her displacement ran up a side creek, and brought about the collapse of a staging upon which 200 people were standing. Although every available means of rescue were used, 34 persons were drowned, the unhappy victims, with few exceptions, being women and children.

ALERT

ALERTE

The War of American Independence—

Captured American "Lexington"	1777
Captured French "Coureur"	1778
Action with French "Junon"	1778
Action with French "Aimable" and French "Diligente"	1780
Hyde Parker's action on the Doggerbank	1781
The battle of Dominica	1782

The Wars of the French Revolution and Empire—

Lord Hood's occupation and operations at Toulon	1793
Action with French "Unité"	1794
The boat attack on Danes at Norderney	1811

The War with America —

Action with American "Essex"	1812
Action with Tunisian Pirates	1817
The suppression of West African Slavery	1846-49
Captured a Brazilian slaver off Cabinda	1846
Captain Nares's Arctic Exploration	1875
A scientific voyage of discovery	1879-82
The Venezuelan blockade	1902
Seized Venezuelan "Zumbador"	1902
Operations in Persian Gulf	1910 etc.

ALERT.—Watchful, brisk. Upon the alert, upon the watch, etc.

The first "ALERT" was a 10-gun cutter, launched at Dover in 1777. She was of 183 tons, and carried a crew of 70 men. Her length, beam, and draught were 69 ft., 26 ft., and 10 ft.

On September 19th, 1777, the "Alert," commanded by Lieutenant John Bazely, met and engaged the American 16-gun brig "Lexington" in the Channel. The American was short of ammunition, but after two hours' fighting, she crippled the "Alert's" rigging and made off. The "Alert" very smartly repaired, renewed the chase, and soon came up with her enemy. The American passively endured the "Alert's" broadsides for an hour and a half, and then struck her colours with 7 killed and 11 wounded. The "Alert" lost 2 killed and 3 wounded.

On June 17th, 1778, during the famous fight between the "Arethusa" and the "Belle Poule," the "Alert," commanded by Lieutenant William George Fairfax, attacked the French lugger "Coureur." The two vessels fought at pistol shot range for nearly an hour and a half, when the "Coureur" struck. The "Alert" was hit several times on the waterline, was badly cut up in the rigging, and lost 4 wounded. The "Coureur" lost 5 killed and 7 wounded.

On July 17th, 1778, the "Alert," while commanded by Lieutenant William George Fairfax, was overtaken in the English Channel and captured by the French frigate "Junon."

The second "ALERT" was a cutter, hired and armed for service in 1779. She was of 202 tons, and carried a crew of 50 men. Her length, beam, and draught were 78 ft., 25 ft., and 11 ft.

In October 1780 this vessel had the misfortune to meet the French frigates "Aimable" and "Diligente" in the Bay of Biscay, and she was at once captured.

The third "ALERT" was a 16-gun brig sloop, launched at Dover in 1779. She was of 205 tons, and carried a crew of 80 men. Her length, beam, and draught were 79 ft., 25 ft., and 11 ft.

THE KING'S SHIPS

ALERT

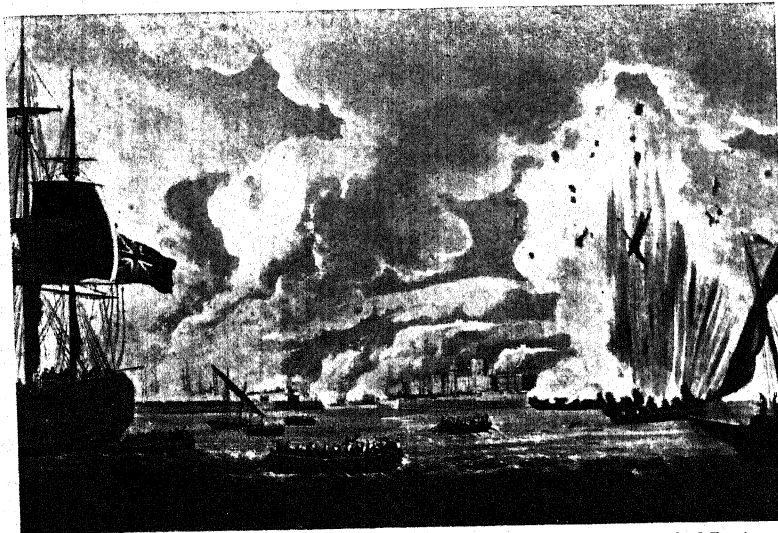
In 1781 the "Alert," commanded by Commander James Vashon, was one of a fleet of 19 ships, frigates, etc., under Vice-Admiral Hyde Parker, with his flag in "Fortitude." They were returning from the Baltic with a large merchant

convoy, when on August 5th, off the Doggerbank, they sighted a Dutch fleet of 17 ships, under Rear-Admiral Zoutman, with his flag in "Admiral de Ruijter." The Dutch also had a convoy, and the British at once detached their merchant ships. Both the English and Dutch fleets were scratch lots, but Admiral Hyde Parker stood over to the attack with great pugnacity, and an action which began at 8 A.M. continued until noon. It was a most satisfactory exhibition of valour, but an unsatisfactory battle.

No ships were captured on

either side, but a Dutch ship sank on the following day. The British lost 104 killed and 339 wounded, and the Dutch suffered a loss of 143 killed and 403 wounded. The "Alert" played only a small part in the action, as she stood by the convoy. Thus ended a most sanguinary battle in which both convoys were saved.

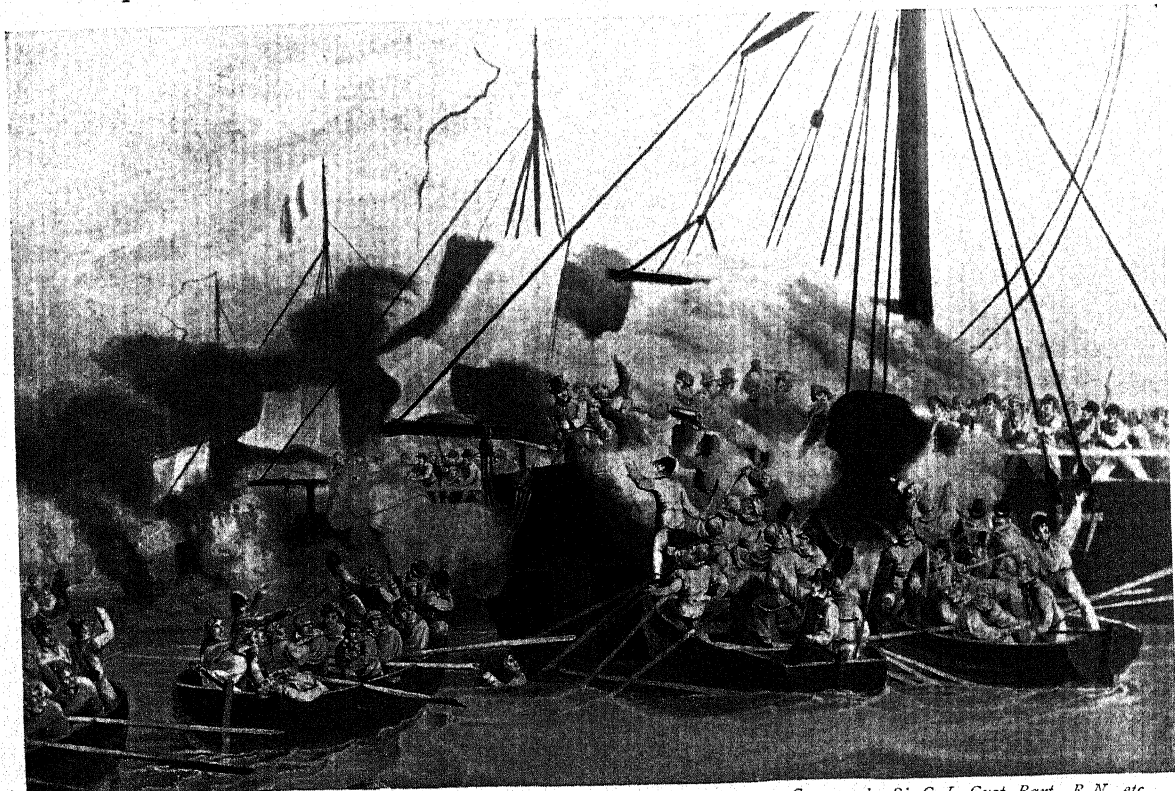
In April 1782 the "Alert," commanded by Commander James Vashon, was attached



Painted and engraved by A. Robertson.

Alfred Davis.

THE TOULON CONFLAGRATION.



After and engraved by J. H. Clarke.

THE AFFAIR AT NORDERNEY.

Commander Sir C. L. Cust, Bart., R.N., etc.

to a fleet of 36 ships under Admiral Sir George Rodney, who flew his flag in "Formidable." They met, in the West Indies, between Dominica and Guadeloupe, a French fleet of 30 ships of the line commanded by Vice-Admiral Comte de Grasse, with his flag in "Ville de Paris." The fighting extended over several days, and the French were defeated. The fleets first met on April 9th, and De Grasse at once detached his convoy into Guadeloupe. Two actions took place on this day, one of an hour and the other of an hour and a half duration. The English received some injuries, and lay to that night for repairs. The French fled, and the English pursued during the three following days. The fleets met again on April 12th, and the French ships fired the first shot at 8 A.M. By 9 A.M. the action was general, and the English fleet broke the French line in three places. The action was brought to a conclusion at 6 P.M. by the surrender of the French flagship "Ville de Paris." Sir George Rodney's action in not following up the victory by a pursuit was much criticised. Rear-Admiral Sir Samuel Hood said that 20 French ships would have been captured had the Commander-in-Chief chased. The British lost 243 killed and 816 wounded, and 2 captains out of 36 were killed. The French loss in killed and wounded has never been stated, but it must have been considerably higher than that of the English; of captains alone 6 were killed out of 30. The English lost no ships. The French lost five captured, and three crippled ships were despatched to seek safety in friendly harbours. On the 17th Rear-Admiral Sir Samuel Hood was sent in pursuit of the enemy; he captured four French ships, two of which were damaged and looking for shelter.

Sir George Rodney was created a Peer for this victory, with £2000 a year settled on the title in perpetuity.

In 1792 this brig was sold at Deptford for £235.

The fourth "ALERT" (Alerte) was a French 18-gun vessel, which was taken in 1781 by the "Perseverance," Captain Skeffington Lutwidge, while on the North American station.

The fifth "ALERT" was a 4-gun schooner, purchased in 1790. She was of 88 tons, she carried a crew of 20 men, and her length was 75 ft.

On one occasion she was taken by the French, but she was subsequently recaptured.

The sixth "ALERT" (Alerte) was a small 14-gun vessel, captured from us by the French at Toulon on December 18th, 1793. She was probably a recent prize.

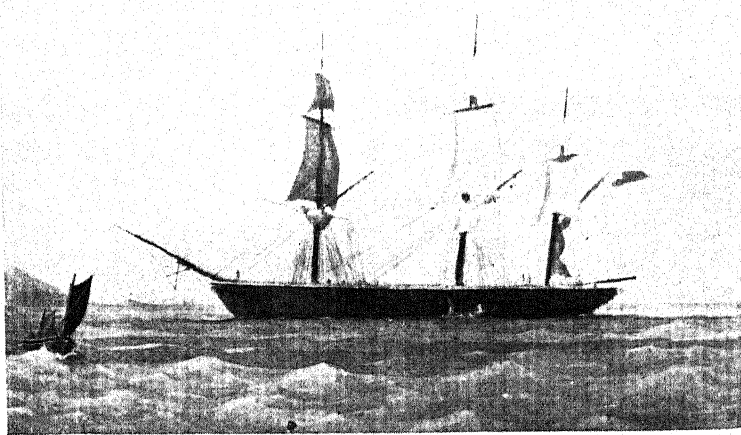
She was not in commission at the time.

The seventh "ALERT" was a 16-gun ship sloop, launched on the Thames in 1793. She was of 365 tons, and carried a crew of 125 men. Her length, beam, and draught were 105 ft., 28 ft., and 11 ft.

In May 1794 the "Alert," while commanded by Commander Charles Smith, was captured off Ireland by the French 40-gun frigate "Unité."

The eighth "ALERT" was a French 14-gun vessel.

She was captured during March 1796 by the "Cormorant," commanded by Commander Joseph Bingham, in the West Indies.



Vice-Admiral Richard Evans.

THE SIXTEENTH "ALERT."

THE KING'S SHIPS

ALERT

The ninth "ALERT" was a French 16-gun vessel.

She was taken on August 19th, 1796, in the East Indies, by the "Carysfort," Captain Thomas Alexander.

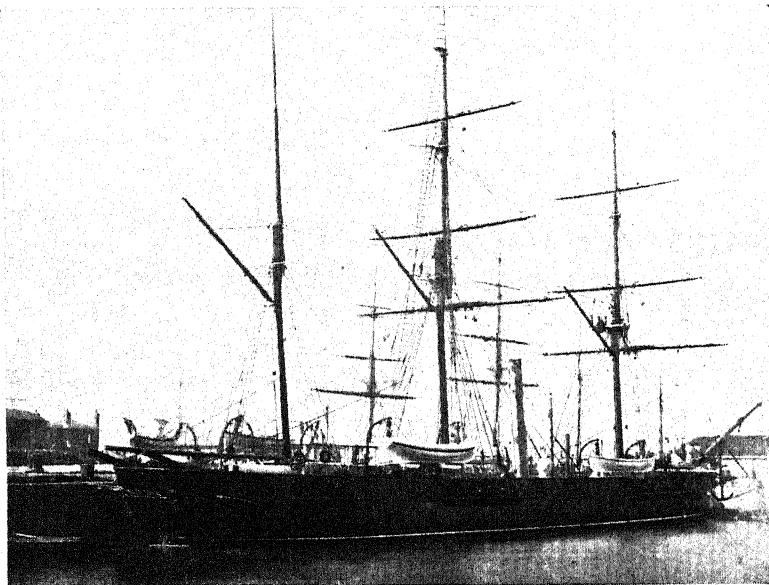
The tenth "ALERT" was a French 14-gun vessel.

She was captured in the Mediterranean on June 18th, 1799, by a British squadron of five ships under Captain John Markham, with his senior officer's pennant in "Centaur."

The eleventh "ALERT" was an 18-gun ship sloop, launched at Howdenpoint in 1803. She was of 393 tons, and carried a crew of 80 men. Her length, beam, and draught were 105 ft., 29 ft., and 11 ft.

This vessel was built as a collier, and was not purchased into the Service until 1804.

On August 13th, 1812, the "Alert," while commanded by Commander Thomas L. Langhorne, was met and captured by the American 32-gun frigate "Essex." The "Alert" had three men wounded, but while the captain and other officers were acquitted, the first lieutenant, Andrew Duncan, was dismissed the service for misbehaviour.



From the photograph by H. J. Symonds.

THE SIXTEENTH "ALERT" AFTER BEING RE-RIGGED.

The twelfth "ALERT" was an 120-ton cutter, hired and armed for service from 1798 to the end of the war in 1815.

On August 1st, 1811, the boats from the "Alert," together with those from six other ships, proceeded to the Island of Norderney, and attacked some of the Danish vessels lying within. Four gunboats were taken, the British losing 2 killed and 9 wounded in the attack, and 19 killed or wounded by an explosion of cartridges on board one of the captured gunboats.

The thirteenth "ALERT" was an 18-gun

ship sloop, launched at Northfleet in 1813. She was of 388 tons, and carried a crew of 125 men. Her length, beam, and draught were 100 ft., 31 ft., and 11 ft.

In May 1817 the "Alert," while commanded by Commander John Smith, recaptured from the Tunisian pirates a Hamburg vessel named "Ocean" which had fallen into their hands.

For some time this vessel was employed on the packet service, and in 1832 she was sold for £630.

The fourteenth "ALERT" was an 8-gun brig, launched at Rotherhithe in 1835. She was of 358 tons, and carried a crew of 80 men. Her length, beam, and draught were 95 ft., 30 ft., and 11 ft.

In 1846, while commanded by Commander Charles J. Bosanquet, the "Alert" captured a Brazilian slaver with 80 slaves off Cabinda. The slaver was despatched to Sierra Leone, and arrived with 7 ft. of water in her hold. While the commanding officer was on shore making arrangements for the protection of these unfortunate human beings, some brigands, disguised as soldiers, visited the prize, and invited the slaves to go on shore, which they did. The slaves were never recovered.

In 1849 the "Alert," while commanded by Commander Hugh Dunlop, did good work on the West African coast in the suppression of the slave trade, and in 1851 she was broken up.

THE KING'S SHIPS

The fifteenth "ALERT" was an armed slaver, captured on the West African coast in 1848 by the "Bonetta," commanded by Lieutenant Frederick Forbes.

The sixteenth "ALERT" was a 4-gun screw sloop, launched at Pembroke in 1856. She was of 1340 tons, 310 horse-power, and carried a crew of 100 men. Her length, beam, and draught were 160 ft., 32 ft., and 15 ft.

In May 1875 the "Alert," commanded by Captain George Nares, sailed from England, with the "Discovery" in company, upon an expedition of Arctic exploration. Some very gallant work was done, and the party reached as far as 82° north, the highest northern point attained by man up to that time. The expedition returned in the autumn of 1876 with an exceptionally rich harvest of scientific results.

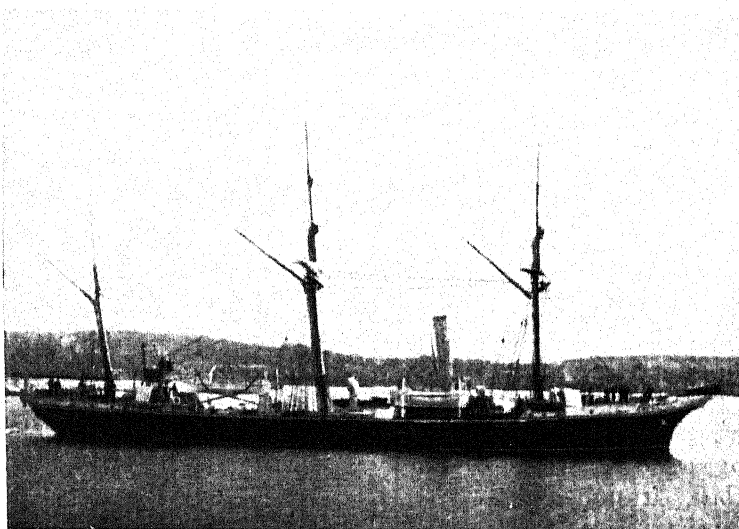
From 1879 to 1882 the "Alert," commanded by Captain J. F. L. Maclear, made a scientific voyage of discovery round the world.

In 1884 the "Alert" was presented to the American Government for service with the Greeley Relief Expedition, and she performed very useful service as a supply ship.

The seventeenth "ALERT" is a 6-gun screw sloop, launched at Sheerness in 1894. She is of 960 tons, 1400 horse-power, and 13 knots speed. Her length, beam, and draught are 180 ft., 32 ft., and 12 ft.

In December 1902 the "Alert," commanded by Commander John B. Eustace, was one of a combined Anglo-German fleet under Commodore R. A. J. Montgomerie, with his broad pennant in "Charybdis," which established a blockade of the Venezuelan coast. These retaliatory measures were taken on account of outrages on British ships, for which no satisfaction could be obtained. Nine Venezuelan gunboats or small craft were taken by the boats of the fleet; the "Alert" seized the "Zumbador" in the Gulf of Paria, and two were taken to sea and sunk. President Castro immediately imprisoned all the British and German subjects in Venezuela, but he was forced to release them by the American Consul. A British merchantman was seized by the mob at Puerto Cabello, but two ships at once went there, and having released the vessel, bombarded the fort. After an eight weeks' blockade in which the British and German vessels divided the coast between them, the Venezuelans consented to arrangements which brought the blockade to a conclusion. A small Italian force also assisted in the blockade.

Although at one time dismantled and laid up at Bermuda, she was brought forward for service, and in 1910 and later years the "Alert," under various commanding officers, was employed in the suppression of the gun-running traffic in the Persian Gulf.



Captain Henry Savile, R.N.

THE SEVENTEENTH "ALERT."

ALEXANDRA

Revival of religious launching ceremony	1875	Mallaha Junction	1882
Hornby's passage of the Dardanelles	1878	The seizure of the Suez Canal	1882
The Egyptian War—		The battle of Tel-el-Kebir	1882
The bombardment of Alexandria	1882	The Nile fighting	1885
The occupation of Alexandria	1882		



ALEXANDRA.—This shipname was introduced in honour of Her Majesty Queen Alexandra, Consort of His Majesty the late King Edward VII., and now Queen Mother of the British Empire. Her Majesty is the daughter of His Majesty the late King Christian IX. of Denmark.



The first "ALEXANDRA" was an armed steam transport, purchased by the military authorities in New Zealand in November 1864.

She was manned locally, but on August 8th, 1865, she was wrecked and lost at White Bluff near Taranaki.

The second "ALEXANDRA" was a twin-screw broadside iron-clad, launched at Chatham in 1875. She was of 9490 tons, 8610 horsepower, and 15 knots speed. She mounted 12 guns, and her length, beam, and draught were 325 ft., 64 ft., and 26 ft.

This ship was built as the "Superb," but her name was changed to "Alexandra" at launching in honour of H.R.H. the Princess of Wales, who performed the ceremony. The Archbishop of Canterbury (Dr. Tait) conducted the religious service. It was the first time that a religious service had been used at the launching of a man-of-war since the Restoration, and the



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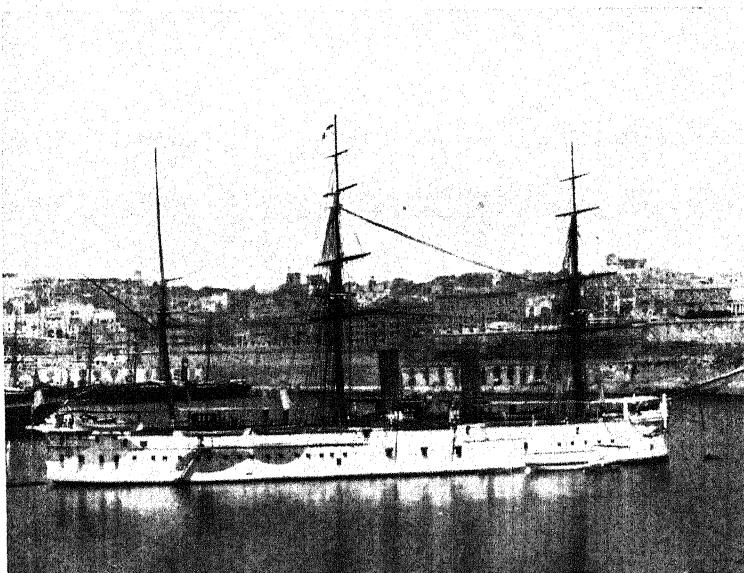
Alexandra

(By gracious permission of Her Majesty Queen Alexandra.)

revival of this ancient custom was due to Her Majesty Queen Alexandra. Vice-Admiral Geoffrey Hornby was the first officer to hoist his flag in the ship. The Admiral's daughter, Mrs. Fred Egerton, writes as follows in the Admiral's Biography: "Her Royal Highness was recognised, so to speak, as the patron saint of the ship. Her birthday, December 1st, became the fete date of the ship; a Danish cross, with a garland of oak leaves between the arms of the cross, was adopted as the crest. . . ."

In 1878 the "Alexandra," commanded by Captain Robert Fitzroy and flying the flag of Vice-Admiral Geoffrey Hornby, was at the head of six ships which cleared for action and proceeded through the

Dardanelles to Constantinople to protect British interests during the conflict between Russia and Turkey. The Turks did not obstruct the passage of the ships, and no fighting took place. During the entry the "Alexandra" took the ground, but was got off without damage, and she was told off to attack the heavy 50-ton gun at the entrance if there had been any fighting. It was fortunate that the Turks did not fire, for it might have been impossible to save the stranded flagship. The "Sultan," which ship, appropriately enough, was commanded by Captain His Royal Highness the Duke of Edinburgh, K.G., turned back, and gave such assistance as was necessary, to enable the "Alexandra" to be promptly refloated. Vice-Admiral Geoffrey Hornby was deservedly rewarded with a K.C.B. for his tactful management of the situation.

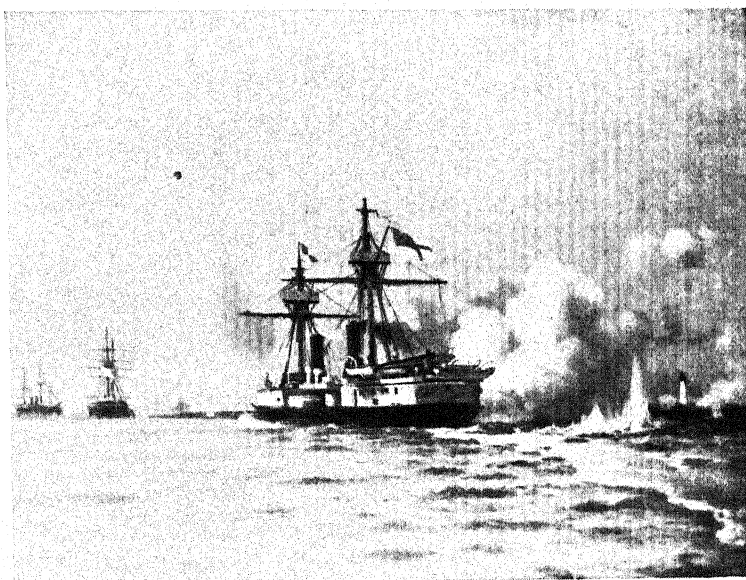


From the photograph by Richard Ellis.

THE SECOND "ALEXANDRA."

In July 1882 the "Alexandra," commanded by Captain Charles Frederick Hotham, and flying the flag of Admiral Sir Frederick Beauchamp Seymour, lay at Alexandria at the head of a fleet of 14 ships.

On July 11th the "Alexandra" fired the first shot of the bombardment of Alexandria



*Painted by the
Chevalier E. de Martino.*

Admiral of the Fleet Lord Fisher.

THE BOMBARDMENT OF ALEXANDRIA.

at 7 A.M., the Egyptians having refused to surrender the forts. Owing to the flagship's draught of water Sir Beauchamp Seymour had temporarily transferred his flag to the "Invincible," but the "Alexandra" was stationed 1500 yards from Lighthouse Fort. All ships were cleared for action, top-gallantmasts being struck and bowsprits rigged in. By 7.10 A.M. all ships were engaged, and all the forts that could bring their guns to bear replied with vigour. By 5 P.M. all guns ashore had been silenced, and the fleet ceased bombarding at 5.30 P.M. The "Alexandra" received a 10-inch shell through an unarmoured portion of her side, which lodged on the main deck with the fuse

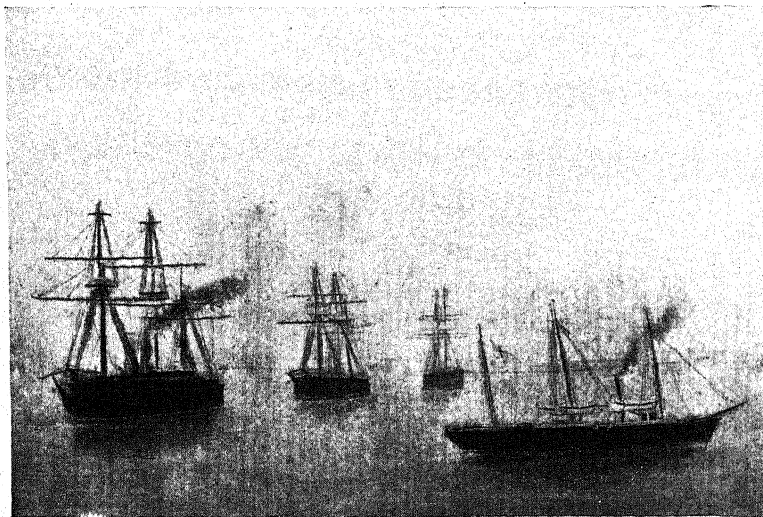
burning. Gunner Israel Harding flung some water over it, and then picked up the shell and immersed it in a tub of water. For this act he was promoted to chief gunner and received the Victoria Cross. The British casualties were 5 killed and 28 wounded, to which the "Alexandra" contributed 1 killed and 3 wounded. The Egyptian loss has never been

THE KING'S SHIPS

ALEXANDRA

properly ascertained, but it is believed to have been about 150 killed and 400 wounded out of the 2000 men engaged in working the forts. The "Alexandra" had 24 hits from shot or shell outside her armour, and was struck in all about 60 times.

The men from the "Alexandra" then assisted in the occupation and policing of the town.



By a Maltese Artist.

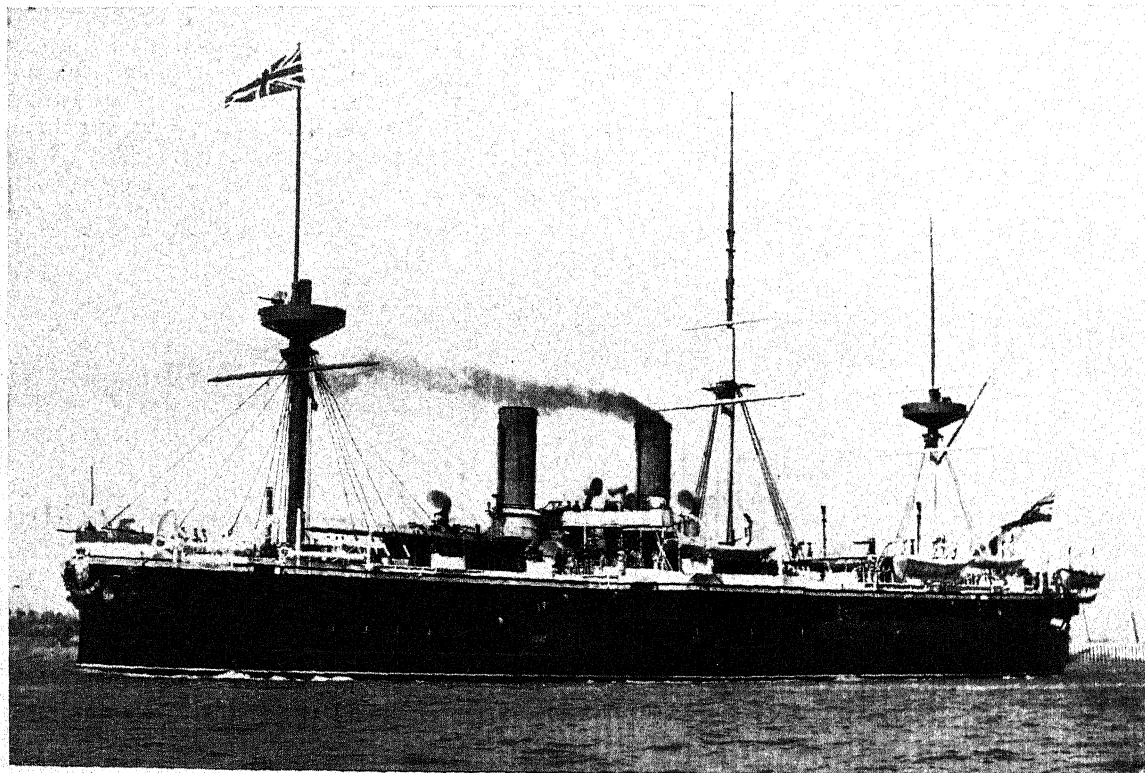
Captain Lewis F. Blackburn, R.N.

THE BOMBARDMENT OF ALEXANDRIA.

Midshipman D. R. De Chair of this ship, while carrying despatches between Ras et Tin and Ramleh, lost his way, and fell into the hands of the rebels. He was well treated by Arabi Pasha, but was not liberated until the British Army occupied Cairo.

On August 5th the "Alexandra" contributed to a Naval Brigade which left Alexandria in the armoured train commanded by Captain John Fisher, of the "Inflexible." Admiral Sir Beauchamp Seymour and Flag-Lieutenant the Hon. Hedworth Lambton accompanied the Brigade. The marines were detrained about 800 yards

from Mallaha Junction, and assisted by a 40-pounder Armstrong gun quickly dislodged the enemy. During the evening the Brigade was exposed to a galling fire, but the marines behaved with great gallantry, and bore the brunt of the attack. The casualties in this



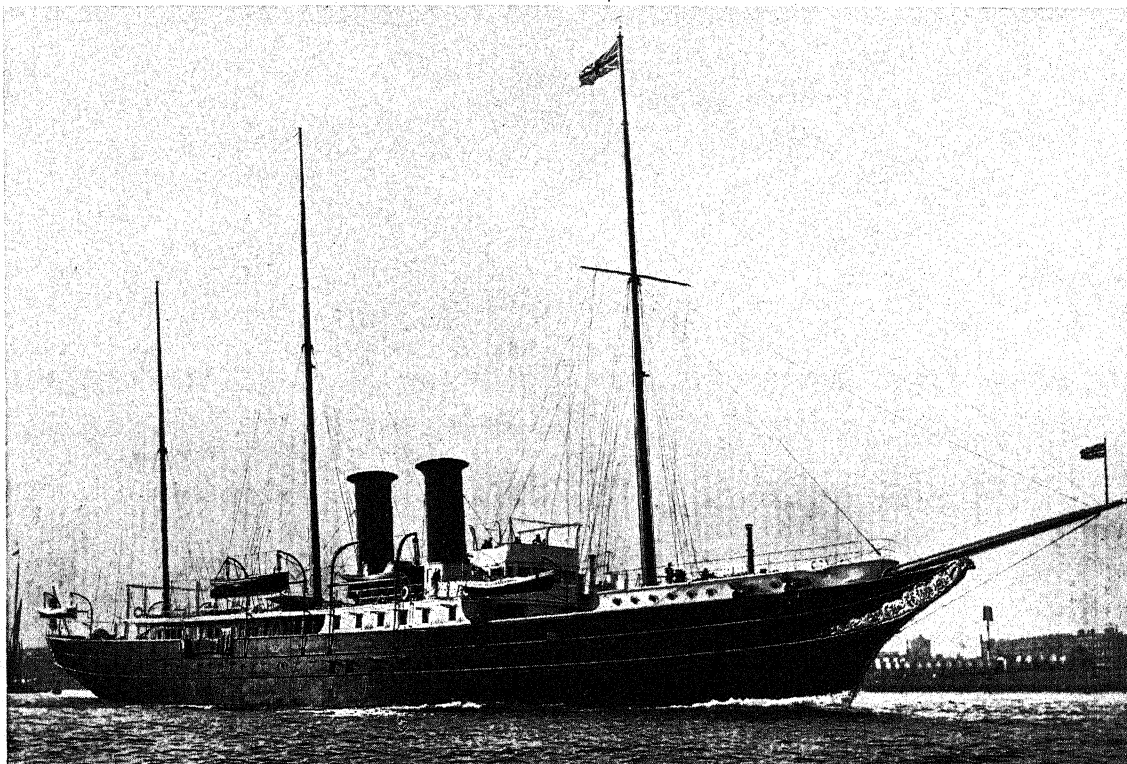
From the photograph by H. J. Symonds.

THE SECOND "ALEXANDRA" AFTER BEING RE-ARMED AND RE-RIGGED.

affair were 1 marine killed and 12 wounded, 1 seaman killed and 4 wounded. The Naval Brigade were then recalled to their ships.

In August the "Alexandra's" marines assisted in the seizure and control of the Suez Canal.

In September the "Alexandra" contributed men and machine guns to a Naval Brigade—250 strong—under Captain Robert Fitzroy, of the "Orion," which joined the army at Kassassin commanded by General Sir Garnet Wolseley. On September 13th the army met the enemy at Tel-el-Kebir, and defeated them with great slaughter. The marines attacked the Tel-el-Kebir lines with great courage, engaged the enemy at hand-grips, and carried the position. The Arabs broke and fled, and were pursued for four miles. The marines lost 2 officers, 1 N.C.O., and 10 men killed, and 4 officers and 43 men wounded. Lieutenant Wyatt Rawson, R.N., who



THE THIRD "ALEXANDRA."

From the photograph by Ernest Hopkins.

was Naval A.D.C. to Sir Garnet Wolseley, was mortally wounded. A few days later the Naval Brigade were withdrawn to their ships.

In 1885 the "Alexandra" contributed to a Naval Brigade which operated on the Nile under Captain Lord Charles Beresford and took part in the battles of Abu Klea and Metemmeh, Wad-Habeshi, and the relief of Sir Charles Wilson.

Admiral Sir Beauchamp Seymour was raised to the peerage as Baron Alcester and Captain C. F. Hotham rewarded with a C.B. for their services.

From May 20th, 1887, to July 1st, 1887, and from April 21st, 1888, to November 5th, 1888, H.R.H. Prince George of Wales, now His Most Gracious Majesty King George the Fifth, served in this ship as a lieutenant.

In 1890 the "Alexandra" was reconstructed, and re-rigged with fighting tops, but she saw no more active service.

In 1908 the "Alexandra" was sold at Devonport.

The third "ALEXANDRA" is one of His Majesty's yachts, launched on the Clyde in 1907. She is of 2050 tons, 4500 horse-power, and 18 knots speed. Her length, beam, and draught are 300 ft., 40 ft., and 12 ft. She has turbine machinery.

ALGERINE

The Wars of the French Republic and Empire—

Action with Danish brigs on Norwegian coast	1811
A magnificent feat of salvage	1831-32
The capture of Karachi	1839

The first China War—

The blockade of the Canton river	1840
The capture of Canton and Amoy	1841
The capture of Tinghae, Chinhae, Ningpo	1841
The capture of Chapoo, etc.	1842
The bombardment and capture of Woosung	1842
The Yang-tse-Kiang Expedition	1842

The second China War—

Assisted to destroy Coulan	1858
The capture of the Taku Forts	1860
The capture of Port Arthur	1860
Captured Forts Ampling and Zelandia, and broke camphor monopoly	1868
Action with pirates at Tonqua	1869
The blockade of Zanzibar	1888

The third China War—

The bombardment and capture of the Taku Forts	1900
The capture of Tientsin, etc.	1900



ALGERINE.—A native or pirate of Algeria or Algiers.

The first "ALGERINE" was a 10-gun schooner, captured from the French in 1808. She was of 229 tons, and carried a crew of 50 men. Her length, beam, and draught were 93 ft., 24 ft., and 10 ft.

In the French service she was the "Pierre Czar," and her name was changed to "Tigress" after capture.

In 1810 her name was changed to "Algerine."

On July 31st, 1811, the "Algerine," commanded by Lieutenant John Aitken Blow and having the "Brevdrageren" in company, engaged three Danish brigs off the coast of Norway. The English vessels managed to escape with a loss of 2 killed and 3 wounded.

On May 20th, 1813, the "Algerine," commanded by Lieutenant Daniel Carpenter, was wrecked and lost in the West Indies.

The second "ALGERINE" was a 10-gun brig sloop, launched at Deptford in 1823. She was of 231 tons, and carried a crew of 75 men. Her length, beam, and draught were 90 ft., 25 ft., and 10 ft.

On January 9th, 1826, the "Algerine," while commanded by Commander Charles Wemyss, was capsized and lost with all hands in a Mediterranean squall.

The third "ALGERINE" was a 10-gun brig sloop, launched at Chatham in 1829. She was of 231 tons, and carried a crew of 75 men. Her length, beam, and draught were 90 ft., 25 ft., and 10 ft.

In 1830 the "Thetis" frigate was wrecked and lost off Cape Frio in South America, with 800,000 dollars on board. The "Algerine," commanded by Commander J. F. de Roos, was despatched to Cape Frio in 1831 to recover what she could. Captain de Roos dismasted his ship, and with a combination of masts and yards rigged out a derrick 160 ft. long from the face of the rocks. He then cut the bottom off two of his tanks, used them as diving bells, and succeeded in recovering no less than 747,909 dollars. The "Algerine" was then re-masted, and Captain de Roos returned to his station, having accomplished by means of superb seamanship a most brilliant piece of salvage work.

On February 2nd and 3rd, 1839, the "Algerine," commanded by Commander William Sydney Thomas, in company with the "Wellesley" flying the flag of Rear-Admiral Sir Frederick Maitland, captured the town of Karachi on the north-western sea coast of India.

In June 1840 the "Algerine," commanded by Lieutenant Thomas H. Mason, was one of a squadron of 6 men-of-war, 2 H.E.I. Co.'s ships, and 26 transports with 3600 troops under Captain Sir James Bremer, which established a blockade of the Canton River in punishment for the way in which the British flag had been insulted and the opium traffic interfered with by the

Chinese. On July 5th the fleet silenced the forts at Chusan, drove ashore many junks, and then took possession of the town.

. During the ensuing operations the "Algerine" had on one occasion to defend herself against a Chinese battery at Chapoo, and silenced the guns.

In May 1841 the "Algerine" was one of a portion of the fleet which attacked Canton. After a preliminary cannonade in which the "Algerine" ran in and engaged the batteries, the troops were landed and four forts were carried at the point of the bayonet. A Naval Brigade participated in the assault, and after the storming, suffered somewhat severely from a heavy fire which burst out all along the northern ramparts of Canton. On May 27th the enemy capitulated; terms were made which, owing to the weakness of the British political agent, were of an unsatisfactory nature, and the ships withdrew.

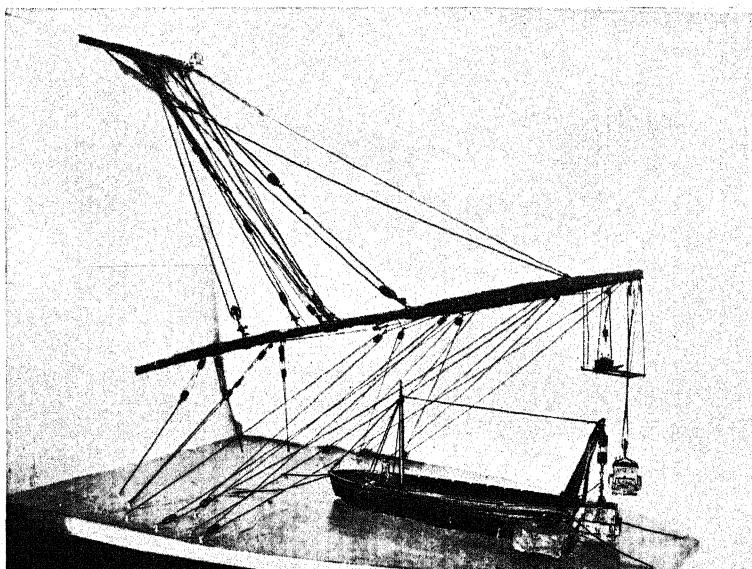


After Lieut. R. B. Crawford, R.N.
Engraved by H. A. Pophrill.

Royal United Service Institution.

OPERATIONS AT AMOY.

On August 20th, 1841, the "Algerine," commanded by Commander Thomas H. Mason, was one of a fleet of 14 men-of-war and transports with 3000 troops which, under Rear-Admiral Sir William Parker with his flag in "Wellesley," sailed for Amoy. On August 26th, after a bombardment by the fleet and an attack by the troops, Amoy was captured, the batteries were dismantled, and 500 guns were destroyed.



Royal United Service Institution.
MODEL OF THE FAMOUS DERRICK.

On October 1st Tinghae was taken and garrisoned, and nine days later Chinhae was captured and Ningpo was occupied with small British loss.

On May 16th, 1842, the "Algerine," commanded by Lieutenant William Maitland, arrived off Chapoo in a fleet of 11 ships and contributed to a Naval Brigade of seamen and marines which co-operated with the troops. After a three hours' struggle on the outskirts of the town Chapoo was captured.

On June 13th, 1842, the "Algerine," commanded by Lieutenant William Maitland, arrived off Woosung in a fleet of 14 ships under Rear-

Admiral Sir William Parker, and three days later the forts were bombarded. After two hours' firing, towards the close of which the Chinese guns were nearly silent, detachments of seamen and marines were landed, and Woosung was captured with a British loss of only 3 killed and 20 wounded.

In July 1842 the "Algerine," commanded by Lieutenant William Maitland, took part in the expedition up the Yang-tse-Kiang, which consisted of about 18 men-of-war, 9 East India Company's paddle steamers, and 40 transports carrying 9000 troops, under Rear-Admiral Sir William Parker. On July 6th the movement was commenced, and on July 20th the Chinese

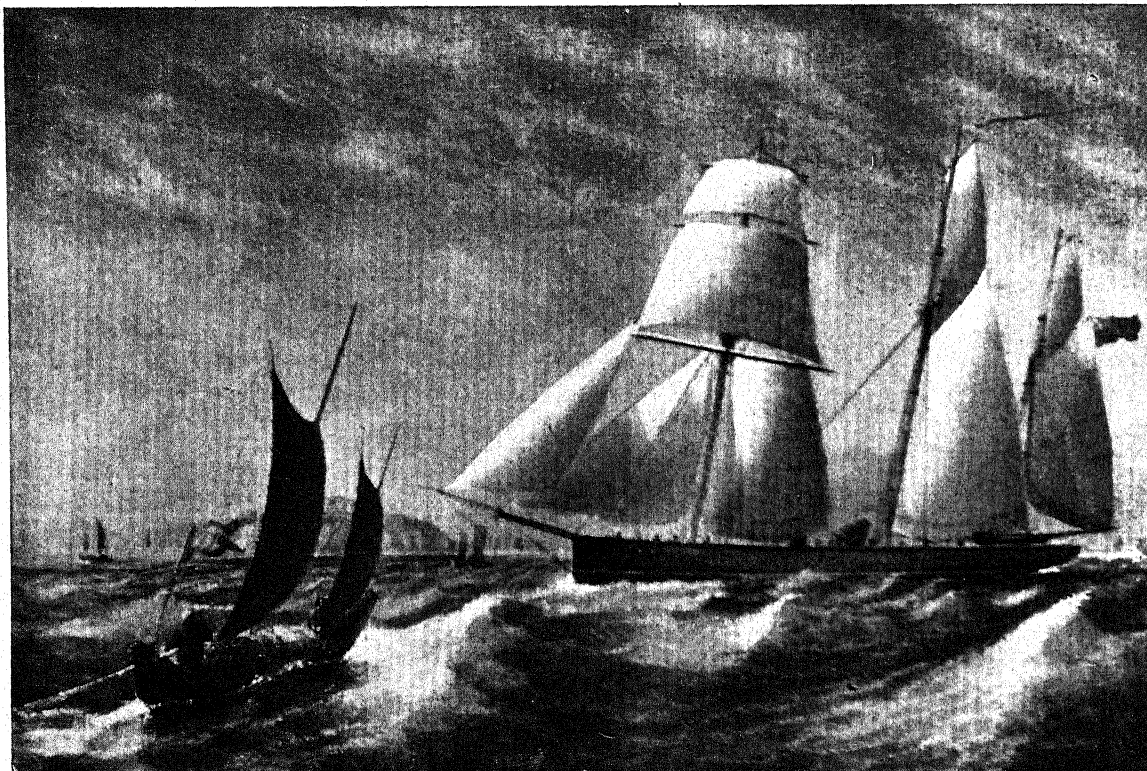
THE KING'S SHIPS

ALGERINE

sent some fire rafts down the river against the fleet. The troops were landed on the following day, accompanied by a small Naval Brigade, and a few days later the town of Chingkiang was captured. Many of the Tartar defenders deliberately slew their wives and children and then committed suicide. The General burnt himself with all his papers in his house. By September 15th everything was in readiness for an attack on Nanking, but the Chinese sued for peace. On the 29th the Treaty of Nanking was signed, which ceded Hongkong to Great Britain, promoted regular tariff regulations, and obliged China to pay an indemnity of twenty-one million dollars. Thus ended the China war of 1840-42.

In 1844 the "Algerine" was sold.

The fourth "ALGERINE" was a 3-gun screw gunboat, launched at Northfleet



THE FOURTH "ALGERINE."

Commander Robert Jukes Hughes, R.N.

in 1857. She was of 299 tons, 80 horse-power, and carried a crew of 36 men. Her length, beam, and draught were 126 ft., 23 ft., and 6 ft.

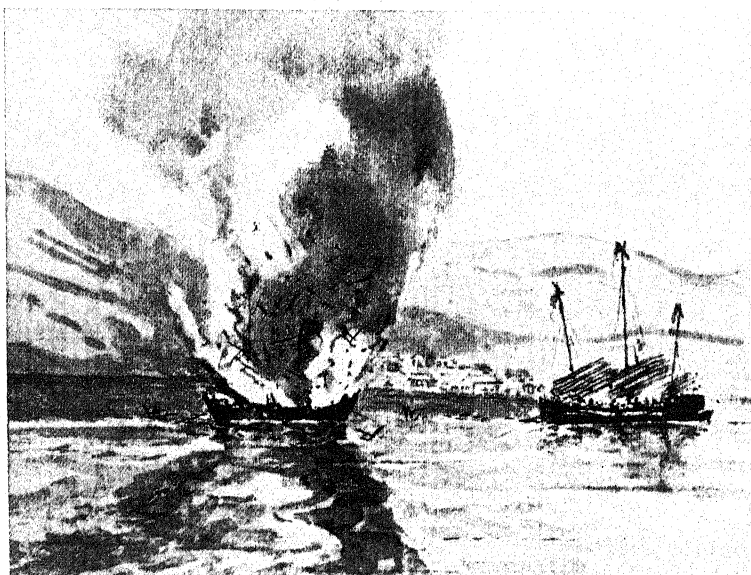
In 1858 the "Algerine," commanded by Lieutenant William Arthur, took part in the second China war.

On September 3rd, 1858, the "Algerine" was one of four ships under Captain Nicholas Vansittart, in "Magicienne," which attacked and destroyed the town of Coulan. This place was a piratical headquarters, and a 14-gun stockade, 26 armed junks, 74 row-boats mounting 236 guns were destroyed, 372 pirates being killed. During these operations Lieutenant Arthur received a severe contusion of the leg. He was honourably mentioned in despatches for his services.

In August 1860 the "Algerine" was one of a fleet of 11 ships and many rocket boats under Rear-Admiral Lewis Tobias Jones, with his flag temporarily in "Dove," which co-operated with the allied British and French troops—20,000 strong—in the attack and capture of the Taku Forts. The Naval work consisted in bombarding the forts and clearing the boom obstructions in the river. The ships suffered no casualties, but the marines on shore lost 1 killed and 29 wounded, and behaved with their accustomed brilliancy. During this

commission the name Port Arthur was given to the well-known Manchurian seaport, in honour of Lieutenant William Arthur, of the "Algerine," who towed the "Actæon" into this place, and hoisted the British flag.

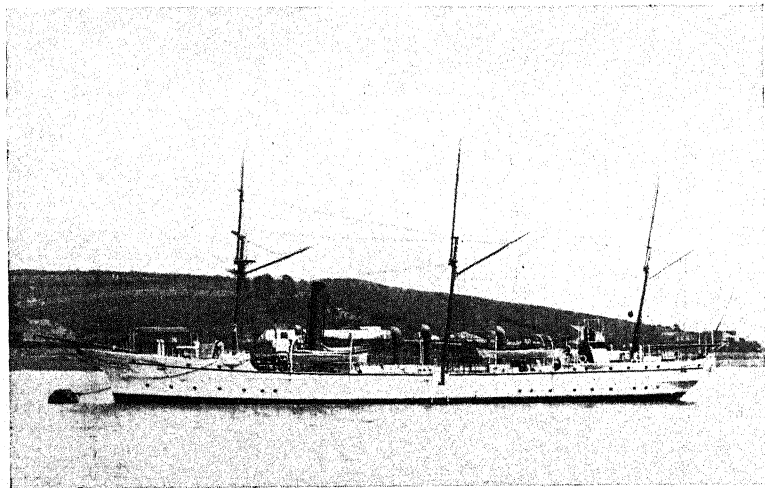
In 1868 the "Algerine," commanded by Lieutenant Compton Edward Domville, was very active against Chinese pirates. On June 3rd she fell in with 13 heavily armed pirates, and an action followed. The gun vessel rolled badly but made excellent practice, but after a two hours' action the pursuit was abandoned owing to the darkness and shoaling water. Lieutenant Domville with his 20 men was opposed to 800 men and 130 guns and acted courageously, but hastily, for it was subsequently shown that a vessel he had captured was a trader. In July the "Algerine" captured three more junks at Tychan Island, and Domville was promoted two months later.



Painted and lent by Admiral Sir William Kennedy.

FOURTH "ALGERINE" DESTROYS PIRATE JUNKS, 1858.

In November 1868 the "Algerine," commanded by Lieutenant Philip Gurdon, attacked Fort Ampling at Taiwan, where 41 guns were mounted. Bombardment being useless, 2 officers and 23 men landed after dark, and rushing the fort, carried the place almost instantly, killing several Chinamen and driving off the rest. They then captured Fort Zelandia and repulsed an attack with heavy slaughter. This brilliant exploit led to the submission of the local authorities and the break-up of the camphor monopoly.



From the photograph by Ernest Hopkins.

THE SIXTH "ALGERINE."

In February 1869 the "Algerine," commanded by Lieutenant Henry Grey, destroyed 12 piratical snake boats off Tonqua, and subsequently released four valuable prize junks.

In 1872 the "Algerine" was sold at Hongkong for £1258.

The fifth "ALGERINE" was a 3-gun screw gun vessel, built at Belfast in 1880. She was

of 774 tons, 750 horse-power, and 10 knots speed. Her length, beam, and draught were 157 ft., 29½ ft., and 11¾ ft.

In 1888 the "Algerine," commanded by Commander William Forsyth, was one of a squadron of one German and seven English ships under Rear-Admiral the Hon. Edmund Fremantle, with his flag in "Boadicea," which took part in the blockade of the Zanzibar Littoral. This

was undertaken in the interests of the suppression of slavery, and partly in consequence of the revolt of several of the coast towns against German authority.

Apart from the capture of slave dhows the incidents of the blockade were of an uninteresting nature.

In 1892 the "Algerine" was sold.

The sixth "ALGERINE" is a 6-gun twin-screw gunboat, launched at Devonport in 1895. She is of 1050 tons, 1400 horse-power, and 13 knots speed. Her length, beam, and draught are 185 ft., 32 ft., and 12 ft.

In 1900 the "Algerine," commanded by Commander Robert Johnston Stewart, took part in the third China war or Boxer riots.

On June 17th the "Algerine" was one of a fleet of 8 ships and several torpedo boats of various nationalities which took part in the attack on the Taku Forts under Captain Dobrolovski in the Russian gunboat "Bobr." The Chinese, having received their ultimatum, opened fire soon after midnight, the ships replying with vigour. Simultaneously a landing party of 35 officers and 869 men, of mixed nationalities, under Commander Christopher Cradock of the "Alacrity," attacked from the landward side with great gallantry. The "Algerine" had a steam cutter hulled at the davits, some rigging cut away, and 6 men wounded. At 7.10 A.M. the engagement ceased, Commander Cradock having captured and occupied the forts against heavy odds. The "Algerine" subsequently landed a 4-in. gun, which did good work in the operations resulting in the capture of Tientsin and elsewhere.

AMAZON

AMAZONE

The War of Jenkins's Ear and of Austrian Succession—

Recaptured British "Wolf" from the French . . . 1747
Action with French "Renommé" . . . 1747

The Seven Years' War—

The attack on Martinique . . . 1759
The capture of Guadeloupe . . . 1759

The Wars of the French Revolution and Empire—

Assisted to capture "Virginie" . . . 1796
Captured French "Trois Couleurs" and French
"Betsy" . . . 1796
Assisted to destroy French "Droits de l'Homme" . . . 1796
Nelson's bombardment of Copenhagen . . . 1801

The ship as "wife" . . . 1802
Captured French "Félix" . . . 1803
Nelson's blockade of Toulon . . . 1803-4
Action with French gunboats off Cape Cépet . . . 1804
Captured Spanish "Gravina" . . . 1805
Nelson's chase of Villeneuve to the West Indies . . . 1805
Captured Spanish "Principe de la Paz" . . . 1805
Captured French "Belle Poule" . . . 1806
Operations on the coast of Spain . . . 1809, etc.
Captured French "Perignon" . . . 1810
Captured American "Garland" . . . 1811
Captured French "Cupidon" . . . 1811

The suppression of Chinese piracy . . . 1849



AMAZON.—The largest river in the world, rising in the Andes, South America, traversing the entire breadth of the continent from west to east, and falling into the North Atlantic at longitude 50° W. under the Equator. It is 4000 miles long and drains an area of two and a half million square miles. It is navigable for 2200 miles from the sea and is 50 miles wide at the mouth. It was discovered in 1500 by Viscount Yanez Pinçon, a companion of Columbus. In pouring itself into the ocean it repels the waters of the sea to a distance of 300 miles from the land.

AMAZON.—In Greek mythology a tribe of warlike women who, under the leadership of a queen, fought against many of the mythical heroes.

The first "AMAZON" was a French ship of 26 guns, originally called the "Panthère." She was of 471 tons, and carried a crew of 160 men. Her length, beam, and draught were 115 ft., 31 ft., and 10 ft.

She was captured by the "Monmouth" in the Channel in the summer of 1745.

In the summer of 1747 the "Amazon," under command of Captain Samuel Faulknor, engaged and captured the French 14-gun sloop "Loup." The "Loup" had originally been the British ship "Wolf," taken by the French two years earlier.

On September 12th, 1747, the "Amazon," under the command of Captain Samuel Faulknor, fell in with the French ship "Renommé" mounting 32 guns. A severe but indecisive action followed in which both ships were badly crippled.

In 1759 the first "Amazon," under the command of Captain William Norton, was one of a fleet of 11 ships of the line, 10 frigates, and 4 bombs under the orders of Commodore John Moore, who flew his broad pennant in "Cambridge," in command of the British force on the Leeward Islands station.

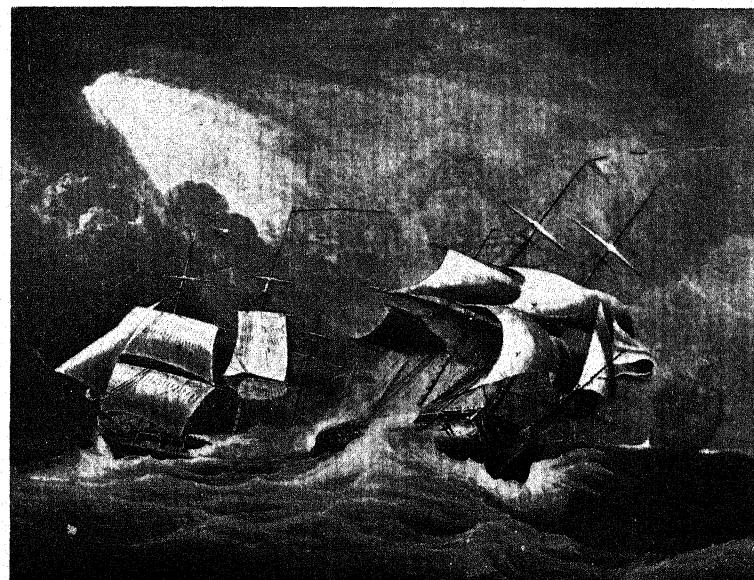
On January 15th they arrived in Fort Royal Bay to attack Martinique. A bombardment was carried out and troops landed. The enemy proved to be in great force and the troops withdrew. St. Pierre, the capital, was then bombarded by one ship, and the attempt on Martinique, which had proved a complete fiasco, was abandoned. The squadron then proceeded to attack Guadeloupe. On January 23rd the forts, citadel, and batteries of Basse Terre were cannonaded and by 5 P.M. were silenced. On the

following day the town was wantonly destroyed by the fire of the four bomb ships, and the troops landed. Basse Terre and Fort Royal were occupied and the French retired to the mountains, where they made a most courageous stand for three months before they finally surrendered.

In 1763 the "Amazon" was sold for £1200.

The second "AMAZON" was a 32-gun frigate, launched on the Thames in 1773. She was of 687 tons, and carried a crew of 220 men. Her length, beam, and draught were 126 ft., 35 ft., and 13 ft.

In 1780, during the month of October, a most disastrous hurricane swept over the West Indies. Fortifications were destroyed and many ships were wrecked and lost. The English Navy lost 13 vessels in all, among which were 2 ships of the line, 6 frigates, and small



After W. J. Huggins. Engraved by E. Duncan.

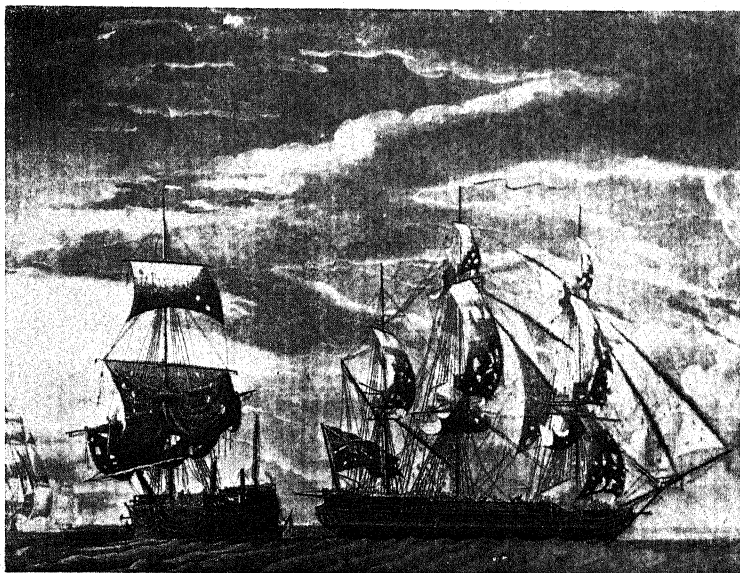
CHASE OF THE "DROITS DE L'HOMME."

Alfred Davis.

craft. The "Amazon" was driven from her anchorage at St. Lucia and was totally dismantled.

In 1794 this vessel was broken up at Plymouth.

The third "AMAZON" was a French 36-gun frigate, captured on July 29th, 1782.



Painted and engraved by R. Dodd.

ABANDONING THE THIRD "AMAZON."

Alfred Davis.

THE KING'S SHIPS

AMAZON

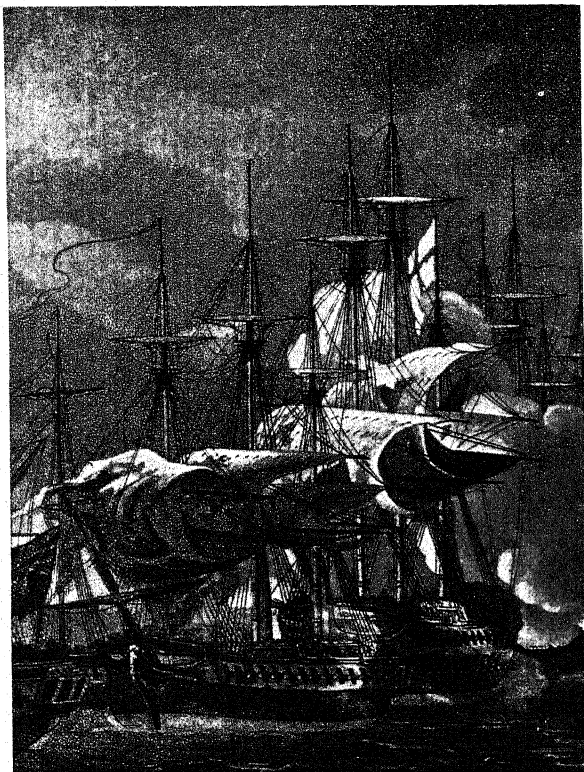
She was taken by the English 36-gun frigate "Santa Margarita" while cruising on the American coast, after an engagement lasting for an hour and a half. The prize was taken in tow, but on the following day had to be quickly abandoned to a large French fleet that hove in sight.

The fourth "AMAZON" was a 36-gun frigate, launched on the Thames in 1795. She was of 934 tons, and carried a crew of 264 men. Her length, beam, and draught were 143 ft., 38 ft., and 15 ft.

On April 20th, 1796, the "Amazon," commanded by Captain Robert Carthew Reynolds, in company with the "Indefatigable" and "Concorde," sighted the French 40-gun frigate "Virginie" off the Lizard. The three British ships at once crowded sail in chase. After a fifteen hours' pursuit the "Indefatigable" reached and crippled the "Virginie," and the "Concorde" and "Amazon" came up at the end of the engagement, whereupon the "Virginie" struck her colours.

On June 11th, 1796, the "Amazon" captured the two French corvettes "Trois Couleurs," 14 guns, and the "Betsy," 18 guns, off Brest.

In December 1796 the "Amazon," commanded by Captain R. C. Reynolds, observed the French fleet convoying troops for the support of the Irish Rebellion. She was at once despatched to England to warn Vice-Admiral Sir John Colpoys, who commanded the fleet. On January 13th the "Amazon," in company with the "Indefatigable," sighted off Brest the French 74-gun ship "Droits de l'Homme" returning from the abortive expedition to Ireland. At 5.30 P.M. the "Indefatigable" came up and a hot action began, the "Amazon" firing her first broadside at 6.45 P.M. The action continued with great vigour, the British ships being admirably handled, and pouring in raking broadsides whenever an opportunity offered. At 4.20 A.M. the Penmarck rocks were seen under the bows. The "Indefatigable" managed to escape, but the "Amazon" and the "Droits de l'Homme" ran ashore and were wrecked. With the exception of 6 men who stole the cutter and were deservedly drowned, the crew of the



After J. T. Serres.
Engraved by P. W. Tomkins.

T. H. Parker, Brothers.

FIFTH "AMAZON" AT COPENHAGEN.

"Amazon" managed to get on shore, but were made prisoners. Nearly 1000 men were lost in the "Droits de l'Homme" in spite of efforts spread over three days to get ropes off from the shore. The losses in the action were: "Indefatigable," 19 wounded out of 330; "Amazon," 3 killed and 15 wounded out of 260; "Droits de l'Homme," 103 killed and 150 wounded out of a crew and troops variously estimated at from 1300 to 1500 men. At the subsequent court-martial the captain and officers of the "Amazon" were "honourably acquitted with the court's highest approbation."

The following verses from an old ship song printed by J. Pitts commemorate this affair:—

Come, all you British seamen bold, that plow the raging main,
Come, listen to my tragedy while I relate the same;
'Tis what we underwent all on the raging main.
Bold Reynolds was our commander in the ship called the *Amazon*.

On the 30th of December in Falmouth as we lay
Our orders came on board our anchors for to weigh;
So "Heave away!" our captain cried; "we have no time to spare;
We'll set our canvas to the breeze and through the ocean steer."

THE KING'S SHIPS

Our anchor's weighed, our sails were set, our ship she seemed to fly ;
It was the *Indefatigable* that bore us company.
We must bid adieu to our sweethearts because we must cross the main,
Hoping in a short time after to see them all again.

We steered our course to the southward as far as Cape Finisterre,
Cruising the seas for several days and nothing could find there,
Till, running down the coast of Spain, three merchantmen we took,
And sent them home to England while we for more did look.

But in bearing up for England an American ship we see,
That gave us good intelligence the French was at sea.
The weather it was thick, and, under easy sail,
The wind it blew north-north-east and it blew a briskish gale.

On the 28th [13th] of January a man sung from aloft
That he spy'd a lofty man-of-war at a distance three leagues off ;
She's a very lofty ship, the truth we will declare ;
She crowded all sails she could, expecting to get clear.

But we were at the heels of her, and night coming on,
At six o'clock that very night the bloody fight begun.
With broadside to broadside we play'd them two to one,
Till the blood out of the scupper holes all in a gore did run.

Both round, grape, and doublehead we poured in so fast,
That at eight o'clock that very night down came her mizzen-mast.
We engag'd them five glasses as close as we could lay,
While great guns, small arms, and cutlasses most sweetly did they play.

The Frenchmen all for quarters aloud to us did cry ;
Their colours struick, no more could fight for love or liberty ;
But the remnant of their shattered crew they unto us tell,
That out of fifteen hundred men eight hundred of them fell.

This ship was call'd the *Droits de l'Homme*, from Brest she lately came,
With guns mounted ninety-eight on board and fifteen hundred men.
Her intention was Ireland, her troops all there to land,
But bold Pellew and his ship's crew did stop their warlike band.

'Twas early the next morning the land it did appear,
And they were so disabled, from it they could not get clear ;
And we were so disabled we could not veer or tack,
But down alongside our enemy we soon became a wreck.

So now the *Indefatigable* is bound for England's shore,
To let our suffering country know the *Amazon's* no more.
Still, we'll drink to George our King, we'll convince him of the same,
That British tars for evermore rule lords of the main.

The fifth "AMAZON" was a 38-gun frigate, launched at Woolwich in 1799. She was of 1038 tons, and carried a crew of 280 men. Her length, beam, and draught were 150 ft., 39 ft., and 13 ft.

In 1801 the "Amazon," commanded by Captain Edward Riou, was in a fleet of 21 ships, 7 bombs, 2 fireships, and 6 gun-brigs, commanded by Vice-Admiral Lord Nelson with his flag in "Elephant," which took part in the battle or bombardment of Copenhagen. The fleet forced a passage of the Ore Sound on March 30th, and Lord Nelson went on board the "Amazon" and reconnoitred. After encountering various navigational difficulties the fleet anchored under fire opposite Copenhagen on April 3rd. The Danish defences, besides forts, consisted of 18 men-of-war and armed hulks and floating batteries, moored in a 1½-mile line opposite the town. Two British men-of-war ran aground, and the 6 brigs were unable to get into action owing to the tide. The action began at 10 and was general at 11.30. The "Amazon," which was in charge of the leading section of ships, ceased firing to allow the smoke to clear away, whereupon the Danes concentrated their fire upon her and inflicted great damage. A furious cannonade followed, during which time Lord Nelson put his blind eye to his telescope when advised by the Commander-in-Chief four miles away to discontinue the action. Owing to damage the "Amazon" and some smaller ships took advantage of Sir Hyde Parker's permission to withdraw. While hauling off, Captain Riou was killed by a round shot.

THE KING'S SHIPS

AMAZON

In his final and revised edition of "The Battle of the Baltic" Campbell writes thus of Captain Riou :—

Brave hearts! to Britain's pride,
Once so faithful and so true,
On the deck of fame that died
With the gallant, good Riou;
Soft sigh the winds of heaven o'er their grave!

While the billow mournful rolls,
And the mermaids' song condoes,
Singing glory to the souls
Of the brave!

By 3.30 P.M. letters were exchanged under flags of truce and the fighting ceased, most of the Danish ships and forts being silenced. The Danes lost in killed, wounded, and prisoners about 6000 men. The British fleet lost 255 killed and 688 badly wounded. Fourteen Danish ships were captured, burned, blown up, driven on shore, or otherwise taken. A fourteen weeks' armistice was then agreed to, and the British forces withdrew. The Danes mounted



After J. T. Serres. Engraved by P. W. Tomkins.

T. H. Parker, Brothers.

NELSON'S ATTACK AT COPENHAGEN.

696 guns on this occasion against the British 1014 guns and cannonades. The "Amazon" lost 14 killed and 23 wounded. Nelson was elevated to the dignity of Viscount for this victory.

On October 20th, 1802, Captain William Parker assumed command of this ship, and he remained in her for nearly ten years. He was an officer of great distinction. Lord Nelson described Parker as always giving him pleasure; Sir John Warren said he was a real treasure in his squadron; and Sir Pulteney Malcolm said he was the best frigate captain in the service.

Captain Parker took a great delight in the "Amazon," and his letters home speak of her as "his wife," and tell that she was the admiration of every one. Yet the ship was at one time indifferently manned, and the boatswain was a shoemaker by trade and a poor sailor.

On July 16th, 1803, the "Amazon" captured the French 16-gun privateer "Félix" in the Channel, and she subsequently proceeded to the Mediterranean and took part in various operations, including Lord Nelson's prolonged blockade of Toulon.

In May 1804 the "Amazon" was unsuccessfully attacked off Cape Cépet by a number of French gunboats.

On January 28th, 1805, the "Amazon" captured the Spanish 6-gun vessel "Gravina."

On May 12th, 1805, the "Amazon" sailed from Lagos in a fleet of 12 ships, commanded by Vice-Admiral Lord Nelson, to search the West Indies for the French fleet. They visited Barbados and Antigua and returned, having driven the French into an action with Admiral Sir Robert Calder, and anchored at Gibraltar on July 19th, 1805. Lord Nelson, it is interesting to note, went on shore on the following day. He had not been out of the "Victory" for two years less ten days.

On September 13th, 1805, while 180 miles N.W. of Ushant, the "Amazon," after a long chase, captured the Spanish 24-gun privateer "Principe de la Paz." To the great disappointment of Captain Parker the "Amazon" missed the battle of Trafalgar, owing to her having to go to Portsmouth to have her bottom re-coppered.

On March 13th, 1806, the "Amazon," in company with two other vessels, and commanded by Captain William Parker, fell in with the French 74-gun ship "Marengo" and the 40-gun ship "Belle Poule." The "Amazon" very pluckily exchanged broadsides with the "Marengo" and then passed on to attack the "Belle Poule." After a running action of two hours the "Belle Poule" struck her colours with a loss of 6 killed and 24 wounded. The "Amazon" lost 4 killed and 6 wounded.

After this action Admiral Sir John Warren sent Captain Parker a blank commission, with instructions to insert in it the name of the most deserving lieutenant of the "Amazon" as acting-captain of the "Belle Poule."

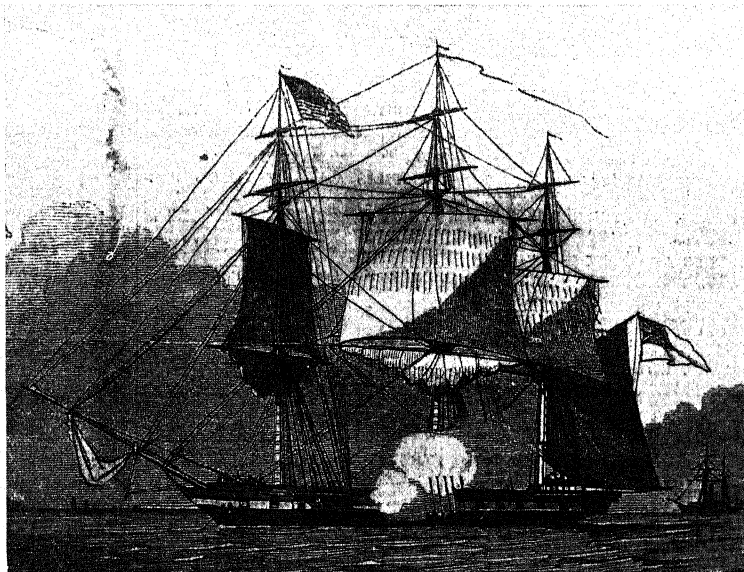
The "Amazon" during 1809-11 was employed in various operations on the coast of Spain.

On January 20th, 1810, she captured the French 14-gun privateer "Perignon."

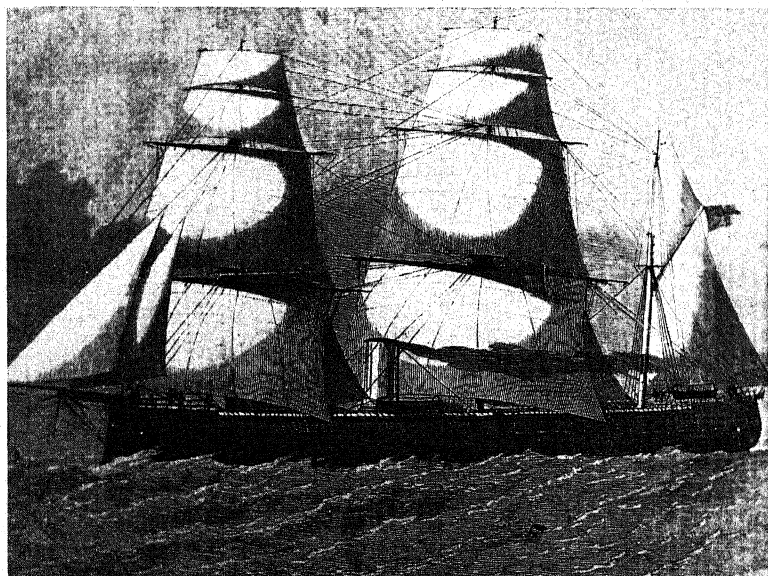
On March 19th, 1811, she captured the American brig "Garland" trying to break through the blockade.

On March 23rd, 1811, after a nine hours' chase, she captured the French 14-gun privateer "Cupidon."

On paying off at Plymouth in January 1812 the "Amazon" was found to be so worn out that she never went to sea again.



From a contemporary "Illustrated London News."
THE SIXTH "AMAZON."



From a contemporary "Illustrated London News."
THE SEVENTH "AMAZON."

THE KING'S SHIPS

AMAZON

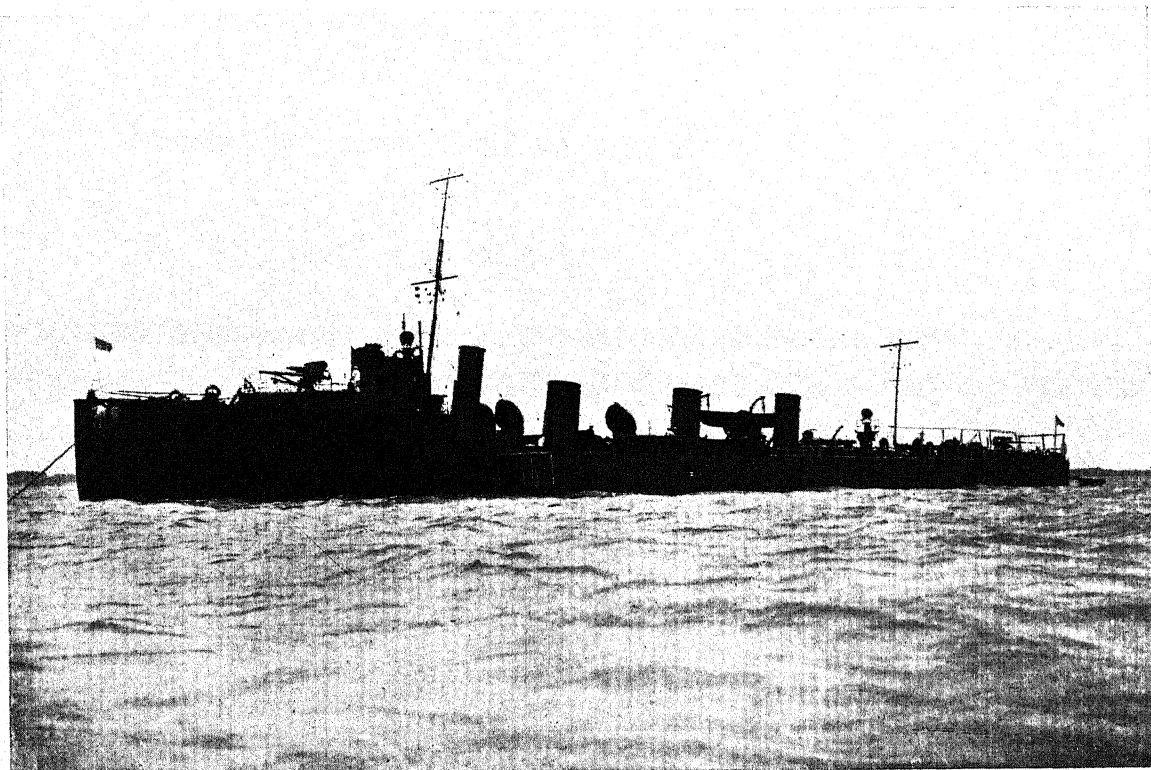
In 1818 the "Amazon" was broken up at Plymouth.

The sixth "AMAZON" was a 46-gun corvette, launched at Deptford in 1821. She was of 1078 tons, and carried a crew of 300 men. Her length, beam, and draught were 151 ft., 40 ft., and 15 ft.

In 1844 the "Amazon" was cut down at Sheerness to a 26-gun vessel.

In 1849 the "Amazon" was engaged in the suppression of Chinese piracy.

In September Lieutenant William Mould and some seamen and marines from the "Amazon" were put on board the P. & O. Company's trading steamer "Canton" for a cruise. On September 9th they captured a pirate junk and on the following day they entered Tienpakh, destroyed a flotilla of junks, killed many pirates, and took 11 prisoners. After



THE EIGHTH "AMAZON."

From the photograph by Ernest Hopkins.

destroying two more junks off Mamee the "Canton" returned to Hongkong on September 15th, and the men rejoined the "Amazon."

In 1863 the "Amazon" was sold for £1820.

The seventh "AMAZON" was a 4-gun screw sloop of 1081 tons, launched at Pembroke in 1865. She was of 300 horse-power, and her length, beam, and draught were 187 ft., 36 ft., and 9½ ft.

On July 10th, 1866, the "Amazon," while commanded by Commander James Edward Hunter, was sunk and lost, after a collision with the S.S. "Osprey" off the Start.

The eighth "AMAZON" is a 2-gun turbine destroyer, launched at Thornycroft's yard in 1908. She is of 876 tons, 15,500 horse-power, and 34 knots speed. Her length, beam, and draught are 280 ft., 26 ft., and 9 ft.

AMETHYST

AMÉTHYSTE

The Wars of the French Revolution and Empire—

Anglo-Russian War with the Dutch	1799
With Pellew in Quiberon Bay	1800
Warren's expedition against Ferrol	1800
Assisted to capture French "Dédaigneuse"	1801
Captured French "Général Brune"	1801
Captured French "Thétis"	1808
Captured French "Niémen"	1809

The Walcheren Expedition 1809

The second China War—	
Boat action in Canton River	1858
Intervention at Mexico	1859
The first Ashantee War—	
Naval brigade acting with army	1874
Action with Peruvian "Huascar"	1877



AMETHYST.—Properly is only a variety of quartz or rock crystal distinguished by its fine violet blue or purple colour. This tint is caused by a minute mixture of the peroxide either of iron or of manganese, and is lost when the stone is exposed to the action of the fire. The stone then changes through yellow and green to colourless, and in this condition is often sold for the aquamarine or topaz. Amethyst got its name from its supposed power of preventing drunkenness. It is obtained in great quantities from Brazil, where it is often white or yellow, and is called topaz. The finest blue stones are found in Ceylon and Siberia, and the less remarkable ones in many places in Europe, India, and Australia. Amethysts may be counterfeited by glass to which the proper colour or stain is given by mineral matter. But with the decrease of price there is now less danger of such deceptions.

The first "AMETHYST" was the French 38-gun frigate "Perle," surrendered to the British by the French Royalist forces on the occasion of Lord Hood's occupation of Toulon in 1793. She was of 1029 tons, and carried a crew of 284 men. Her length, beam, and draught were 150 ft., 39 ft., and 12 ft.

She was carried off when Toulon was evacuated and was brought into the Navy as the "Amethyst."

On December 29th, 1795, while commanded by Captain Thomas Affleck, she was wrecked and lost off Alderney, but the crew were saved.

The second "AMETHYST" was a 38-gun frigate of 1046 tons, launched at Deptford in 1799. She carried a crew of 260 men, and her length, beam, and draught were 150 ft., 40 ft., and 12 ft.

In 1799, while commanded by Captain John Cooke, the "Amethyst" carried his Royal Highness the Duke of York over to Helder to take part in the Anglo-Russian fighting against the Dutch. In the subsequent operations the Duke of York was defeated by the Dutch, and the English and Russian forces were compelled to evacuate Holland.

In 1800 the "Amethyst," commanded by Captain John Cooke, was in a fleet of 18 vessels commanded by Captain Sir Edward Pellew in "Impétueux." This fleet was directed to co-operate with the insurgent French Royalists, and with that object it anchored in Quiberon Bay on June 2nd. On the 4th two forts were attacked and afterwards destroyed by a landing party. On the 6th a body of troops, acting with the manned and armed boats of the fleet, burned a French 18-gun sloop, carried off several small craft and about 100 prisoners, destroyed some guns, and blew up a magazine, only one English seaman being killed.

In 1800 the "Amethyst," commanded by Captain John Cooke, was in a fleet of 11 vessels commanded by Rear-Admiral Sir J. B. Warren, with his flag in "Renown." This squadron was detached from the Channel fleet against six Spanish ships of the line, which lay at Ferrol. Some small craft and transports with troops accompanied the ships. On August 25th they arrived at Playa de Dominos and, after the fort was silenced, the troops, 16 field-guns, and a detachment of seamen landed and drove back the enemy. On the following day the British made themselves masters of the heights overlooking the town and harbour. But the General, deterred by the strength of the enemy and their defences, re-embarked his men and abandoned the attack. Subsequently the "Amethyst" proceeded in a fleet under Vice-Admiral Lord Keith to attack Cadiz, but when it was discovered that the plague was raging there the attempt was abandoned.

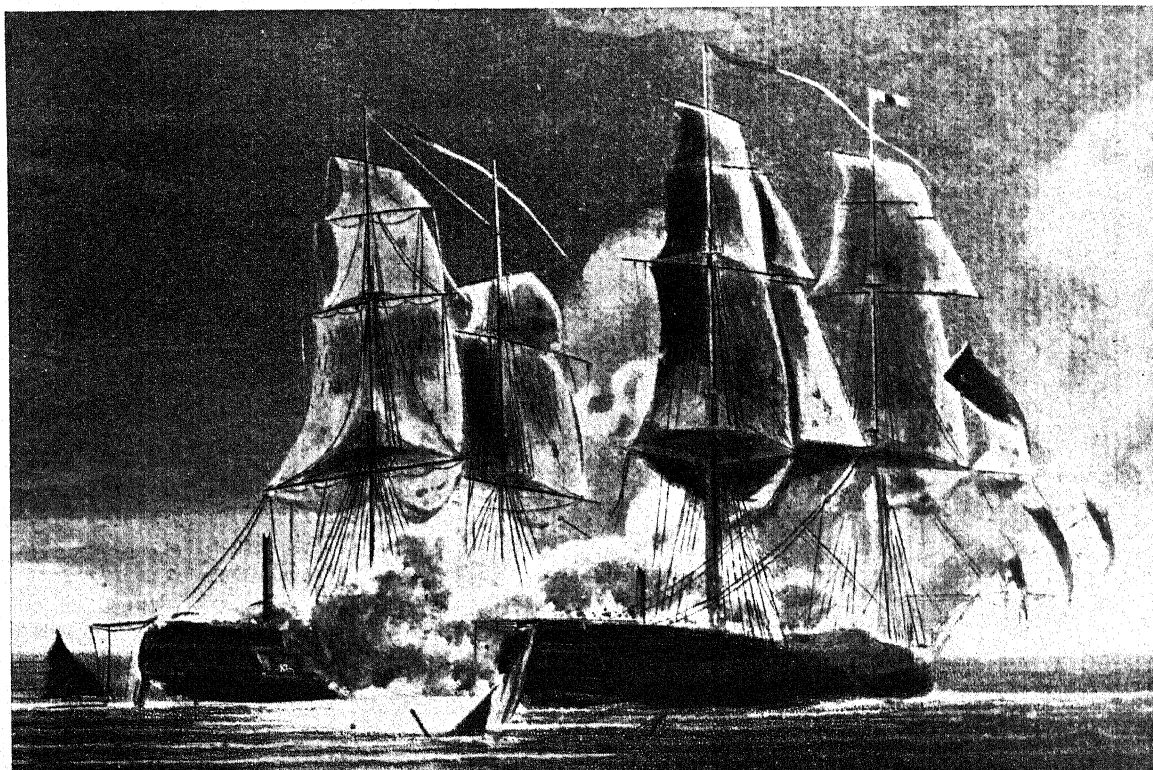
THE KING'S SHIPS

AMETHYST

In January 1801 the "Amethyst," in company with the "Sirius" and "Oiseau," assisted to capture the French 36-gun frigate "Dédaigneuse" off Cape Ortegal.

On April 9th, 1801, the "Amethyst," commanded by Captain John Cooke, while cruising in the Channel captured the French 14-gun vessel "Général Brune."

On November 10th, 1808, the "Amethyst," commanded by Captain Michael Seymour, sighted the French 40-gun frigate "Thétis" off the Ile de Groix, and at once set forth in pursuit. At 9 P.M. a running action began between the two ships and at 10 P.M. both vessels lost their mizzen-masts. At 11 P.M. the "Thétis" attempted to board, but the "Amethyst" fired such vigorous broadsides that the French ship was speedily set on fire and badly shattered. At 12.20 A.M. on the 11th, the "Amethyst's" men forsook their guns, and boarded and captured their determined adversary. The "Amethyst," with a crew of 261 and a broadside of 467 pounds, was opposed to a ship with 436 men and a broadside of 524 pounds.



After T. Whitcombe. Engraved by T. Sutherland.

A. Ackermann.

SECOND "AMETHYST" CAPTURES "THÉTIS."

The "Thétis" lost 135 killed and 102 wounded. The "Amethyst" lost only 19 killed and 51 wounded, and a gold medal was granted for the action which reflected great credit on Captain Seymour.

The song that follows deals with this action:—

Come, all you valiant heroes that sail upon the sea,
 Awhile give your attention to what I sing to thee:
 'Tis of a famous battle that was fought upon the main,
 Where our brave British sailors fresh laurels they did gain.

Between the *Amethyst* frigate—thirty-six guns had she,
 And as brave a crew, my boys, as ever sail'd the sea—
 And the *Thétis*, French frigate of fifty guns; I do declare,
 Such a hard engagement has not been known for many a year.

At seven in the evening the battle it begun,
 And lasted many hours before that it was done.
 Great numbers there was wounded, a many too was slain,
 While the blood from off the decks did change the watery main.

THE KING'S SHIPS

Three hours and twenty minutes we held this dreadful fray,
 We lasht her fast unto us, she could not get away;
 Many times they tried to board us, but we drove them back so fast—
 Altho' they were so numerous, we made them yield at last.

Then down she haul'd her colours, no longer could she fight;
 Our British tars they gave three cheers all at this noble sight.
 We took possession of her without any more delay.
 And sent her into Plymouth Sound then, my boys, straightway.

Great store of artillery, ammunition too likewise,
 One thousand barrels of flour to our tars became a prize.
 She was bound out to Martinico, the truth I do declare,
 But in the night we met her and stopped her career.

So now to conclude and to finish my song,
 Success to our noble tars that to the seas belong.
 Here is a health to Captain Seymour and all his valiant men!
 Whene'er they meet their enemies may they serve them so again.

On April 5th, 1809, the "Amethyst," commanded by Captain Michael Seymour, sighted and chased the French 40-gun frigate "Niémen." The "Amethyst" came up with the chase at 1.15 A.M. on the 6th and at once engaged. Again the gallant Seymour was fighting a superior force, for the "Niémen" showed 339 men and a broadside of 563 pounds against 222 men and a broadside of 467 pounds. Soon after 3 A.M. the French ship lost both her main- and mizzen-masts, and caught fire in two places. The "Amethyst" also lost her main- and mizzen-masts before the French vessel surrendered with a loss of 47 killed and 73 wounded. The "Amethyst" lost 8 killed and 37 wounded. Captain Michael Seymour was deservedly created a Baronet for this victory, and his first lieutenant was made Commander.

On July 28th, 1809, the "Amethyst," commanded by Captain Sir Michael Seymour, Bart., sailed from the Downs in a fleet of 246 men-of-war of various kinds, commanded by Rear-Admiral Sir Richard Strachan, with his flag in "Venerable." Four hundred transports accompanied the expedition, carrying some 40,000 troops under the Earl of Chatham. Many of the men-of-war removed their lower-deck guns and carried horses. The expedition set forth to destroy all the French ships in the Schelde, and at Antwerp; to demolish the dockyards at Antwerp, Flushing, and Ter Neuze, and to render the Schelde no longer navigable for big ships. This affair partook of a military rather than a naval character. The fleet assisted by bombarding, and the landing of a Naval brigade; in the capture of the Island of Walcheren, and in the bombardment, siege, and capture of Flushing. But the Earl of Chatham was fonder of turtle soup and his own personal comfort than of work, and after the Island of Walcheren, with its batteries, basins, and arsenals, had been reduced the British force withdrew.

On February 15th, 1811, the "Amethyst," commanded by Captain Jacob Walton, was wrecked in Plymouth Sound, and 50 lives were lost with the ship.

The third "AMETHYST" was a French 14-gun sloop.

She was captured in October 1809 by the "Minerva," Captain Richard Hawkins.

The fourth "AMETHYST" was a 26-gun corvette, launched at Devonport in 1844. She was of 923 tons, and carried a crew of 190 men. Her length, beam, and draught were 131 ft., 41 ft., and 16 ft.

In 1858 the "Amethyst," commanded by Captain Sydney Grenfell, took part in the second China war.

On July 19th, 1858, a cutter from the "Amethyst," with 8 men under Master Richard



After F. Northcote, R.A. T. H. Parker,
 Engraved by H. R. Cook Brothers.

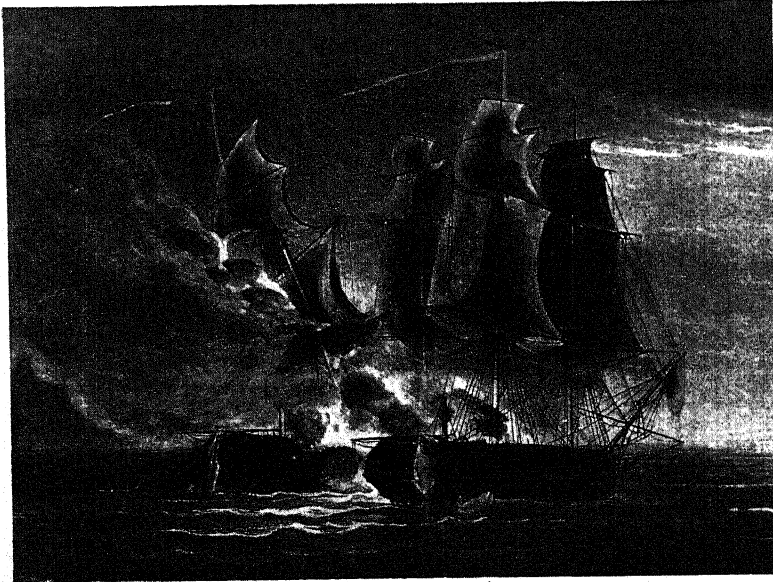
Mich. Seymour

THE KING'S SHIPS

AMETHYST

Dyer, while in chase of a junk in the Canton River, was attacked by a Mandarin row galley with 17 men armed with gingals, rockets, and stinkpots, and defended by iron plates in the vessel's bow. After half an hour's fighting Dyer killed 13 of his assailants while none of his own men was hurt.

In 1859 the "Amethyst," Captain Sydney Grenfell, which was then serving a commission,



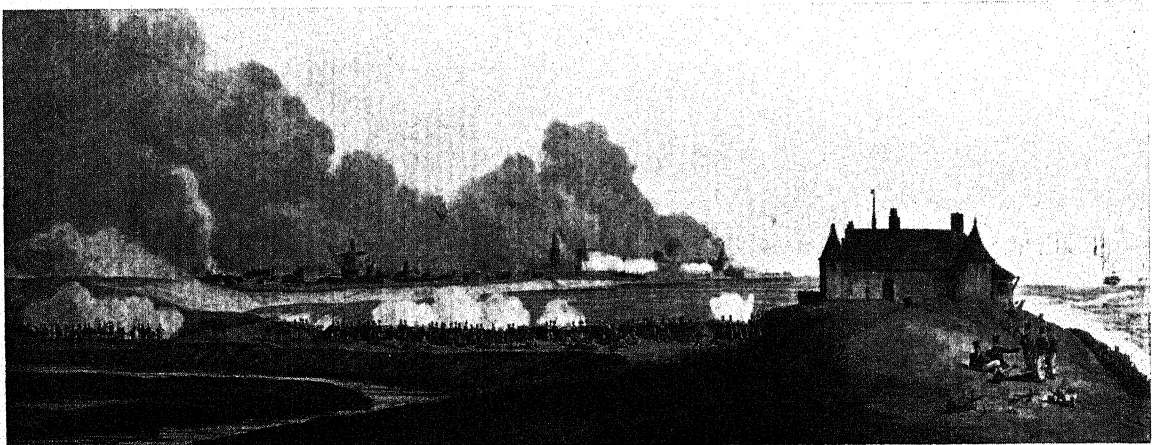
After T. Whitcombe. Engraved by T. Sutherland.

A. Ackermann.

SECOND "AMETHYST" CAPTURES "LE NIÉMEN."

during which she circumnavigated the globe, intervened at Mexico between two opposing parties. Trade was taken possession of; Mazatlan was blockaded; and an American brig, which had been seized, was pluckily cut out one October night by three of the "Amethyst's" boats under Master Richard Dyer.

In 1869 the "Amethyst" was sold to the Submarine Telegraph Company for £3500.



After H. A. Barker. Engraved by Williams.

THE SIEGE OF FLUSHING.

British Museum.

The fifth "AMETHYST" was a 14-gun screw corvette, launched at Devonport in 1873. She was of 1970 tons, 2140 horse-power, and 13 knots speed. Her length, beam, and draught were 220 ft., 37 ft., and 18 ft.

In 1873-1874 the "Amethyst," commanded by Captain Alfred John Chatfield, was one

OUR NAVAL SEAMEN
FROM THE CINQUE PORTS

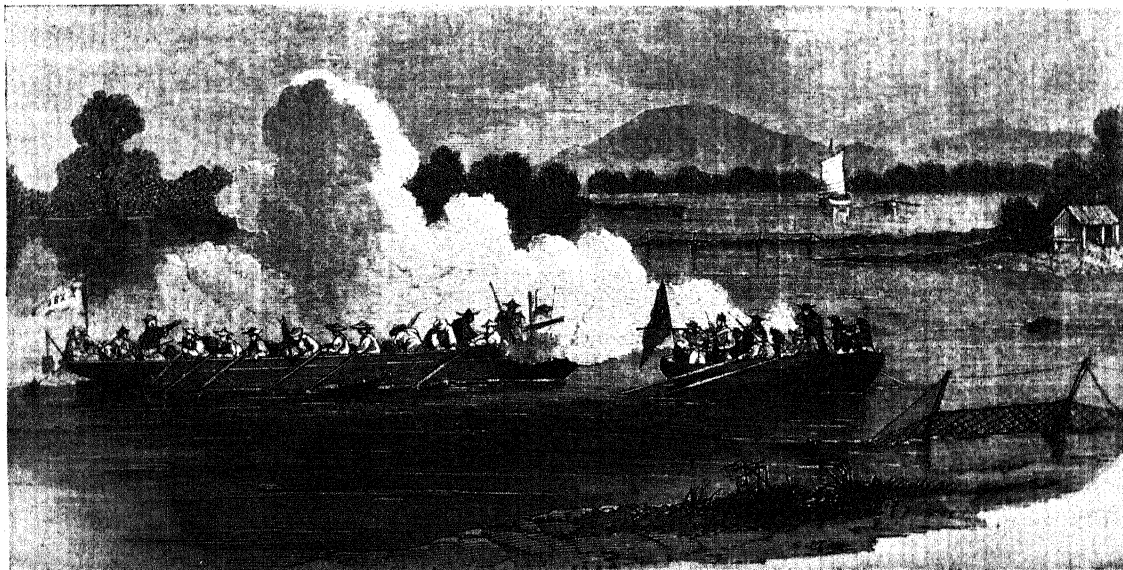
Circa A.D. 1300

PUTTING A MAN-AT-ARMS ON BOARD



of a fleet of 18 men-of-war which assisted in the first Ashantee war. A Naval brigade was landed from the "Amethyst" and other ships, which took part in several of the battles, and earned the warm praise of General Sir Garnet Wolseley, who commanded the operations.

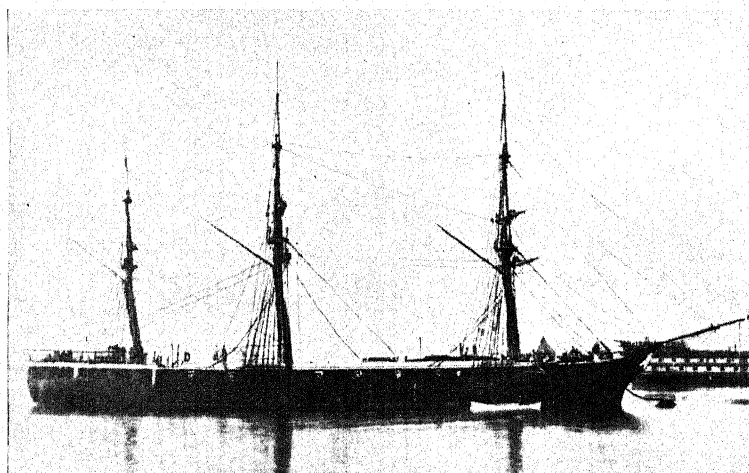
On May 29th, 1877, the "Amethyst," commanded by Captain Alfred John Chatfield,



From a contemporary "Illustrated London News."

"AMETHYST'S" BOAT ACTION IN CANTON RIVER.

in company with the "Shah," flying the flag of Rear-Admiral Algernon de Horsey, engaged the rebellious Peruvian turret-ship "Huascar" on the western Pacific coast. The action lasted three hours, the distance between the combatants being for the greater part of the time 1500 to 2500 yards. The "Amethyst's" fire was conducted with great precision, but her



Admiral William F. S. Mann.

THE FIFTH "AMETHYST."

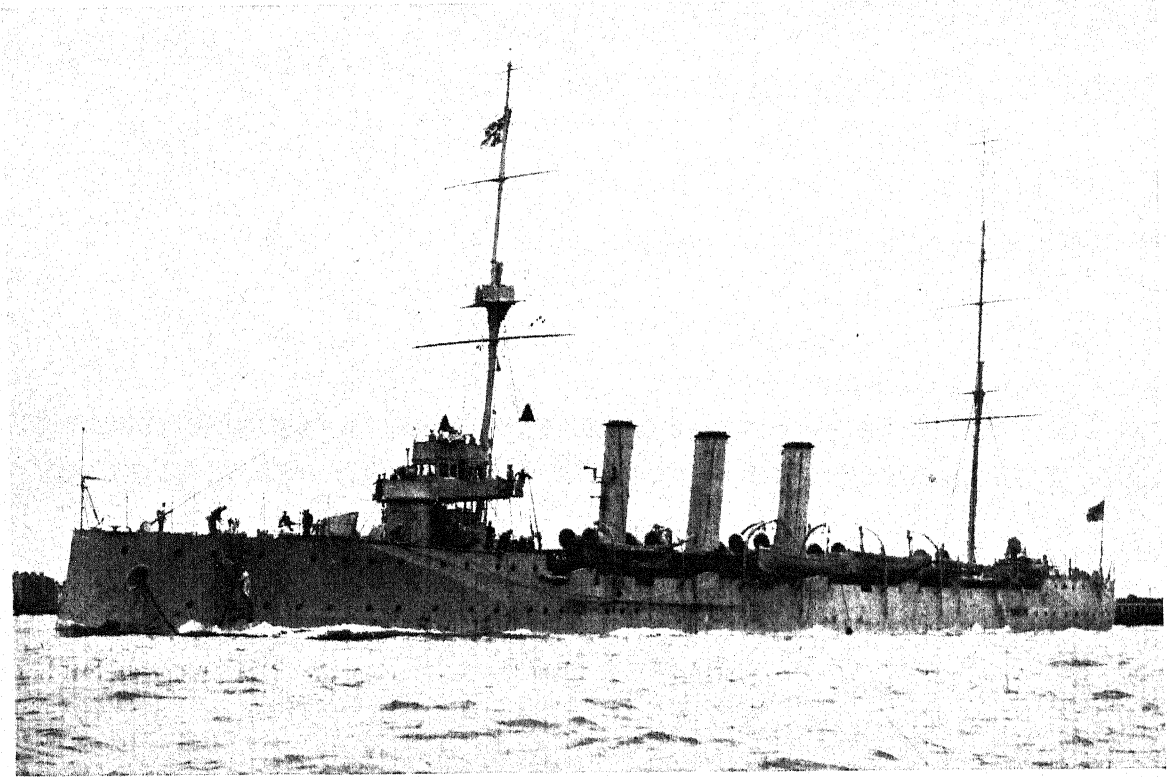
small guns were useless against an armoured ship. The action was brought to a conclusion by the "Huascar" taking shelter in such shallow water that the British flagship "Shah" could not follow. Neither British ship suffered any loss or received any shot in the hull. The "Huascar" had 70 or 80 shot in the hull and lost 1 killed and 3 wounded.

In 1887 this vessel was sold.

THE KING'S SHIPS

AMETHYST

The sixth "AMETHYST" is a 12-gun turbine cruiser, launched at Elswick in 1903. She is of 3000 tons, 14,200 horse-power, and 23 knots speed. Her length, beam, and draught are 360 ft., 40 ft., and 14 ft.



THE SIXTH "AMETHYST."

From the photograph by Ernest Hopkins.

AMPHITRITE

AMFITRITE

The War of American Independence—		The capture of Surinam	1799
Recaptured British "Atlanta" from Americans	1781	The War with Russia—	
The Wars of the French Revolution and Empire—		The coast of California	1854
Lord Hood's operations at Toulon	1793	The reduction of Petropaulovski	1855



AMPHITRITE.—In Greek mythology, the supreme goddess of the sea, and as such, the wife of Neptune. It is said that Neptune first saw her dancing at Naxos among the other Nereids and greatly coveted her. She fled from him to the farthest ends of the sea, and made a vow of perpetual celibacy. She was pursued by a dolphin who so powerfully pleaded the cause of the god that she was induced to marry Neptune. She rewarded the fidelity of the dolphin by placing him among the stars.

The first "AMPHITRITE" was a 24-gun ship, launched at Deptford in 1776. She was of 513 tons, and her length, beam, and draught were 114 ft., 32 ft., and 10 ft.

In 1781 the "Amphitrite" took part in the war with the American colonies. During



Painted by W. Knell, senior.

THE TOULON CONFLAGRATION.

Castles' Shipbreaking Company.

this year, while in company with the "Assurance" and "Charleston," she recaptured from the Americans the British 16-gun brig "Atlanta."

In 1793 the "Amphitrite," commanded by Captain Anthony Hunt, was one of a fleet of 51 ships of various kinds commanded by Vice-Admiral Lord Hood with his flag in "Victory." They arrived off Toulon on August 15th to keep the French fleet in check. Inside the port there were 58 ships, frigates, and corvettes. The Royalist forces surrendered the town, works, and ships to Lord Hood, who landed seamen and took possession of the forts. The Spaniards

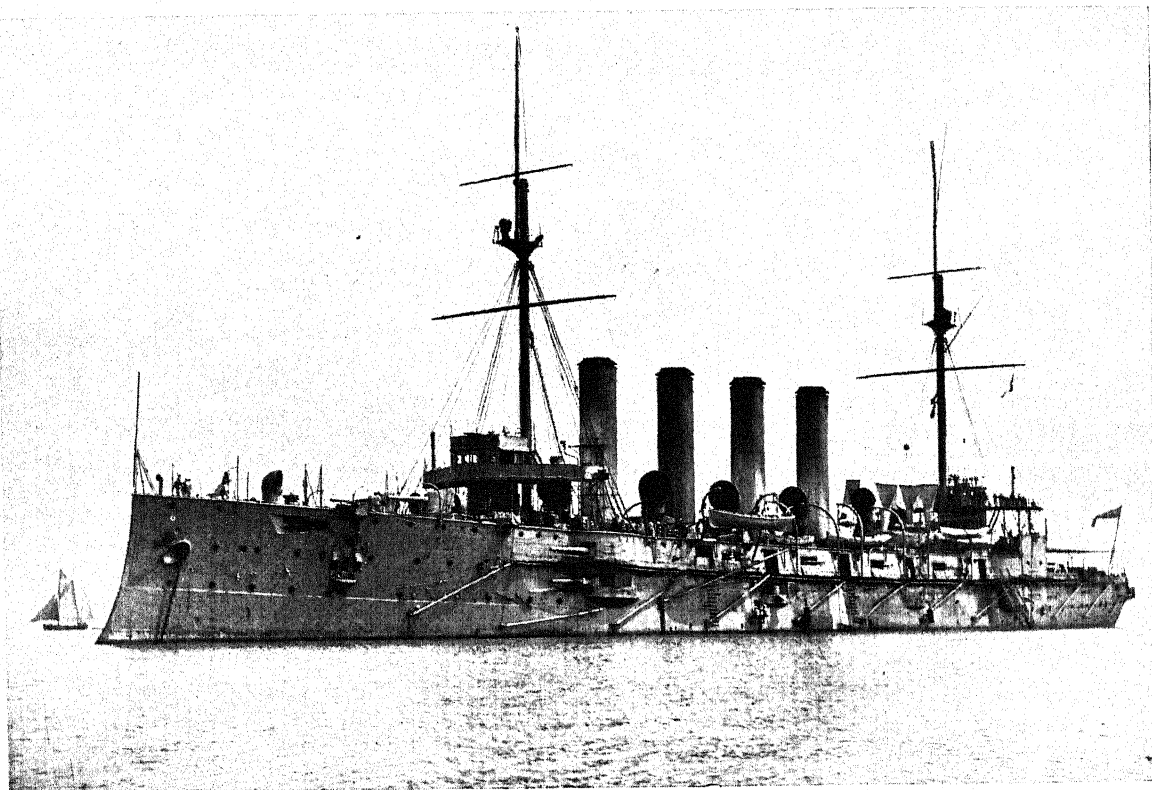
THE KING'S SHIPS

AMPHITRITE

under Admiral Don Juan de Langara co-operated with the English. Soon afterwards the French Republican forces laid siege to the town, and continued their operations with such activity that on December 15th the English and Spanish allies were forced to evacuate the place. They took away with them 15,000 of the Royalist population, and before leaving destroyed the dockyards and magazines, and a large number of the ships in the harbour.

On January 30th, 1794, the "Amphitrite," commanded by Captain Anthony Hunt, was wrecked and lost in the Mediterranean.

The second "AMPHITRITE" was a French 18-gun sloop, captured on December



THE NINTH "AMPHITRITE."

From the photograph by Ernest Hopkins.

6th, 1782, in the West Indies by the squadron commanded by Rear-Admiral Sir Richard Hughes.

The third "AMPHITRITE" was a 28-gun frigate, launched at Southampton in 1778 as the "Pomona." She was of 594 tons, and carried a crew of 195 men. Her length, beam, and draught were 120 ft., 33 ft., and 12 ft. Her name was changed to "Amphitrite" on July 14th, 1795.

In 1799 the "Amphitrite," commanded by Captain Charles Ekins, was in a squadron of 9 vessels commanded by Vice-Admiral Lord Hugh Seymour, with his flag in "Prince of Wales." They sailed from Martinique on July 31st and made the coast of Surinam on August 11th. After negotiations, lasting several days, the Dutch Governor capitulated, and the whole colony now known as Dutch Guiana became British, together with two Dutch vessels of 16 and 20 guns found in the river.

In 1811 this vessel was broken up at Portsmouth.

The fourth "AMPHITRITE" was a 328-ton armed ship hired for special service in 1793-4.

The fifth "AMPHITRITE" was a 44-gun ship, with a crew of 280 men, which was surrendered to the British forces by the Dutch Vice-Admiral Samuel Stori

in 1799, without resistance, on the occasion of the English army being landed in Holland.

The sixth "AMPHITRITE" was a 40-gun ship, captured from the Spaniards.

She was taken on November 25th, 1804, by the "Donegal," Captain Sir Richard Strachan. She was added to the Navy under her own name, and for a short time flew the flag of Rear-Admiral Sir Richard Bickerton in the Mediterranean. Her name was subsequently changed to "Blanche."

The seventh "AMPHITRITE" was a 38-gun frigate, launched at Bombay in 1816. She was of 1064 tons, and she carried a crew of 300 men. Her length, beam, and draught were 150 ft., 40 ft., and 13 ft.

In 1846 the "Amphitrite" was rebuilt as a 24-gun ship at Portsmouth.

In 1854, during the war with Russia, the "Amphitrite," commanded by Captain Charles Frederick, was in the China Seas. She was despatched with two other vessels to cruise for the protection of British trade on the coast of California.

In 1855 the "Amphitrite," commanded by Captain Charles Frederick, was one of a fleet of 12 vessels in the Pacific, commanded by Rear-Admiral Henry Bruce, with his flag in "President." In May this fleet, in which were 4 French vessels, arrived off Petropaulovski to attack the Russians. It was found, however, that the Russian garrison had embarked and escaped, and that the only inhabitants were two Americans and their servant. The arsenals, batteries, and magazines were reduced, and the British forces withdrew.

In 1875 the "Amphitrite" was broken up at Devonport.

The eighth "AMPHITRITE" was a sailing cutter, dating from 1855, and employed in the coastguard service.

In 1866 the "Amphitrite" was sold for £130.

The ninth "AMPHITRITE" is a 16-gun twin-screw cruiser, launched at Barrow in 1898. She is of 11,000 tons, 18,000 horse-power, and 21 knots speed. Her length, beam, and draught are 435 ft., 69 ft., and 25 ft.

ANDROMACHE

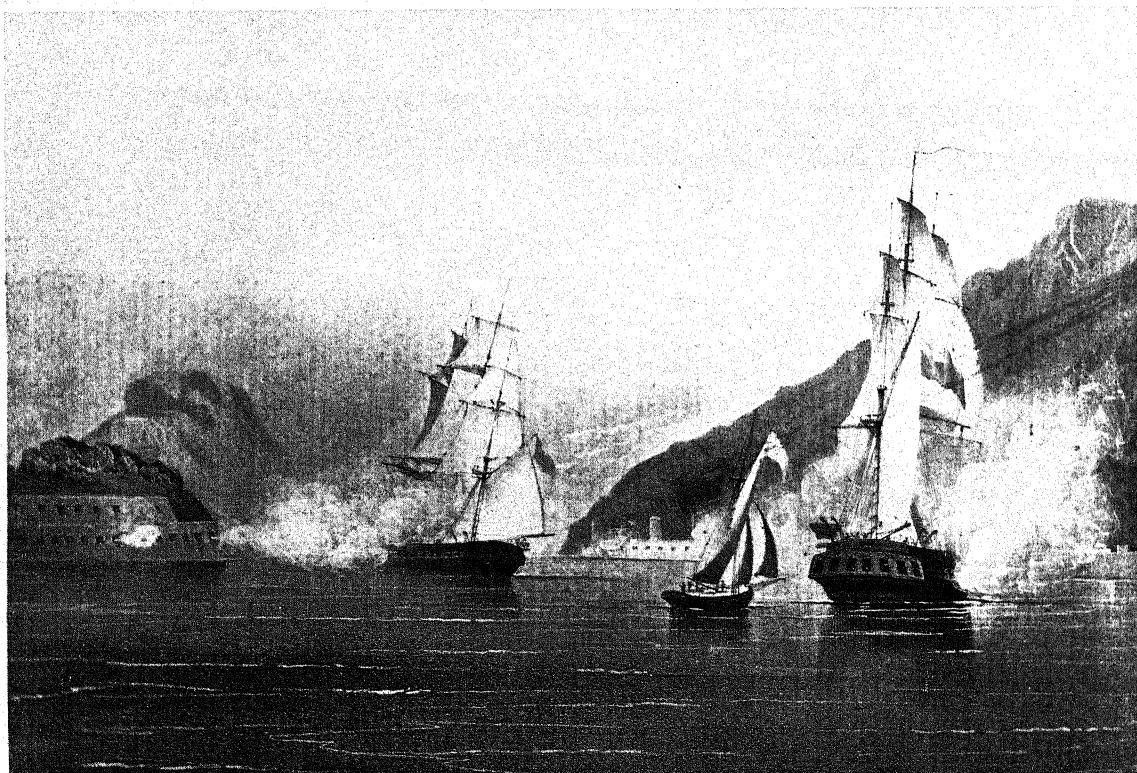
The War of American Independence—	
The battle of Dominica	1782
The Wars of the French Revolution and Empire—	
Captured Algerine corsair	1797
Boat attack in Lovito Bay, Cuba	1801

The capture and reduction of San Sebastian	1813
Captured French "Trave"	1813
The first China War—	
Forced passage of the Canton River	1834
The suppression of Malay Piracy	1836



ANDROMACHE.—The daughter of King Eëtion of Thebes, and the wife of Hector of Troy, whom she loved with great tenderness. Her father and seven brothers had fallen by the hands of Achilles, when their town was taken by him. Her mother was slain by Diana. Andromache bore Hector a son, upon whose death at the hands of the Greeks she was forced to look. When her husband also was slain by them and Troy taken, she fell to Neoptolemus, the son of Achilles, and bore him three sons. Neoptolemus having been slain by Orestes, she married Helenus, who governed the Kingdom of Molossia for her sons. After the death of Helenus, Andromache returned to Asia Minor with her youngest son Pergamus, who there founded a town named after himself. The tragic poets found a favourite subject in the events of her life, and in her faithful and affectionate character as the wife of Hector.

The first "ANDROMACHE" was a 32-gun frigate, launched at Deptford in



After W. Skinner. Lithographed by G. E. Madeley.

* T. H. Parker, Brothers.

PASSAGE OF THE BOCCA TIGRIS.

November 1781. She was of 677 tons, and carried a crew of 220 men. Her length, beam, and draught were 126 ft., 35 ft., and 12 ft.

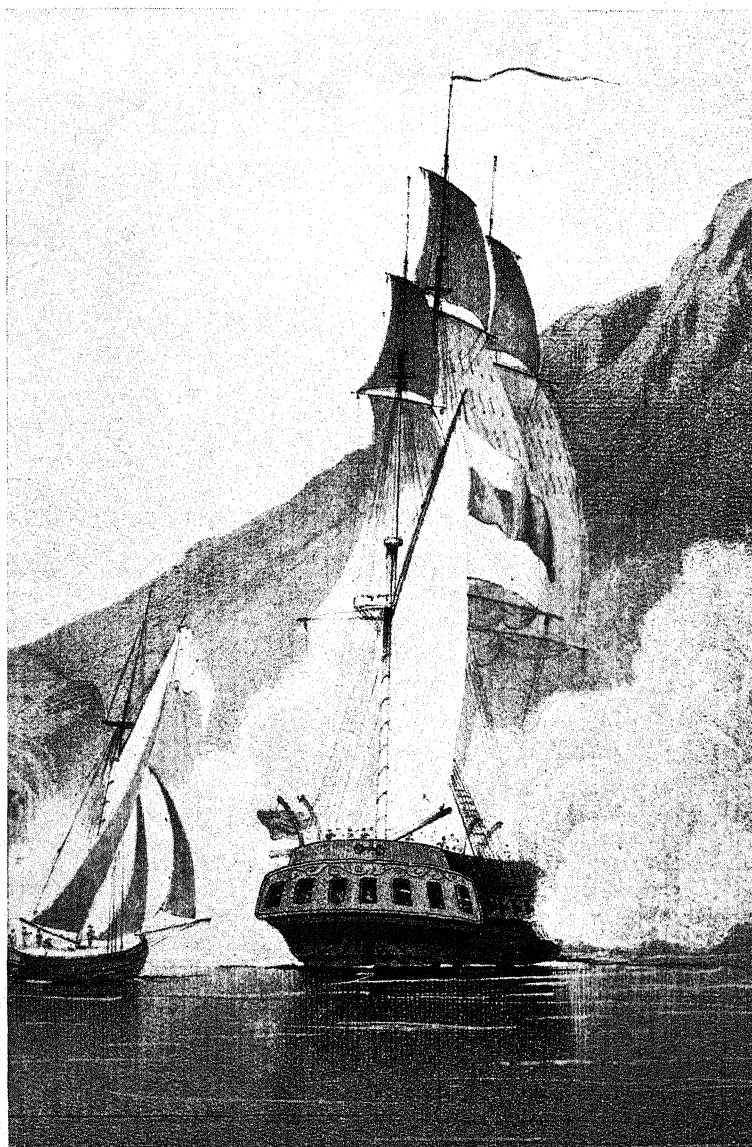
In April 1782 the "Andromache," under the command of Captain George Byron, was one of the fleet in the West Indies, under Admiral Sir George Rodney, who flew his flag in "Formidable," which defeated the French admiral, Comte de Grasse, between Dominica and Guadeloupe. The English fleet consisted of 36 ships of the line, etc., and they met a French fleet of 30 ships of the line commanded by Admiral Comte de Grasse, who flew his flag in "Ville de Paris." The fighting was spread over several days before the English gained the victory.

The fleets first met on April 9th, and De Grasse at once detached his convoy into Guadeloupe. Two actions took place on this day, one of an hour and another of an hour and a half duration. The English received some injuries, and lay to that night for repairs. The French fleet fled, and the English pursued during the three following days. The fleets met again on April 12th, and the French ships fired the first shot at 8 A.M. By 9 A.M. the action was general, and the English fleet broke the French line in three places. The action was brought to a conclusion at 6 P.M. upon the surrender of the French flagship. Sir George Rodney's action in not following up the victory by a pursuit was much criticised. Rear-Admiral Sir Samuel Hood said that 20 French ships would have been captured had the Commander-in-Chief chased. The British lost 243 killed, 816 wounded, and 2 captains out of 36 were killed. The French loss in killed and wounded has never been stated, but must have been considerably higher than that of the English; of captains alone 6 were killed out of 30. The English lost no ships. The French lost five captured, and three crippled ships were despatched to seek safety in friendly harbours. On the 17th Rear-Admiral Sir Samuel Hood was sent in pursuit of the enemy. He captured four French ships, two of which were crippled and seeking safety in pursuance of their orders. Sir George Rodney was created a Peer for this victory, with £2000 a year settled on the title in perpetuity.

On January 31st, 1797, the "Andromache," commanded by Captain Charles John Moore, while cruising on the Mediterranean station, met a 24-gun Algerine corsair, which mistook the "Andromache" for a Portuguese frigate. A hot action followed, in which the "Andromache" lost 2 killed and 4 wounded, and the corsair 66 killed and 70 wounded, before the Algerine hauled down her colours.

In 1811 the "Andromache" was broken up.

The second "ANDROMACHE" was the French 40-gun frigate "Junon," which was captured on June 19th, 1799, by a small squadron under Vice-Admiral Lord Keith. She was of 1029 tons, and carried a crew of 264 men. Her length, beam, and draught were 149 ft., 39 ft., and 12 ft.



After W. Skinner. Lithographed by G. E. Madeley.

T. H. Parker, Brothers.

THE THIRD "ANDROMACHE."

THE KING'S SHIPS

ANDROMACHE

On March 22nd, 1801, the boats from the "Andromache" and "Cleopatra" attempted to capture a Spanish convoy in the Bay of Lovito, Cuba. The boats received a galling fire, but pushed on and captured a Spanish gun-vessel with a loss of some of the boats and 9 men killed and 12 wounded.

In July and August 1813 the "Andromache," commanded by Captain George Tobin, was one of a fleet of about 17 vessels which assisted in the reduction of San Sebastian on the Spanish coast. A detachment of seamen was landed to assist the military, and San Sebastian was successfully stormed and captured.

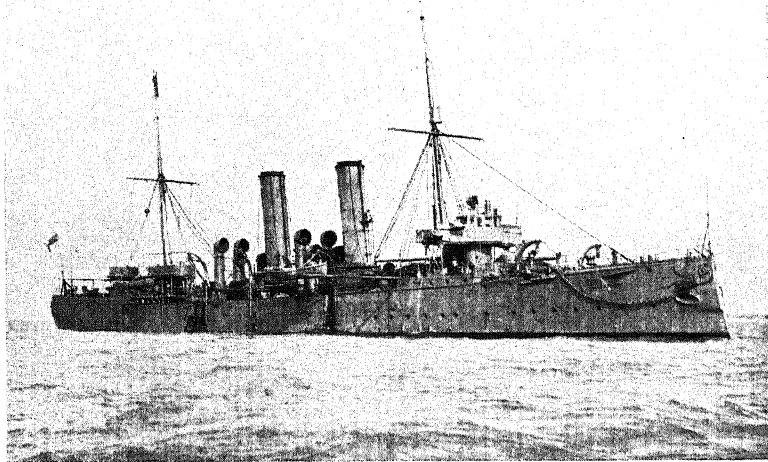
On October 23rd, 1813, the "Andromache," commanded by Captain George Tobin, sighted, chased and engaged the French 40-gun frigate "Trave."

After a running fight of an hour the "Trave" surrendered, having lost 1 killed and 25 wounded. The "Andromache" lost only 2 wounded.

In 1828 the "Andromache" was broken up.

The third "ANDROMACHE" was a 28-gun frigate, launched at Pembroke in 1832. She was of 719 tons, and carried a crew of 175 men. Her length, beam, and draught were 130 ft., 35 ft., and 10 ft.

In 1834 the "Andromache," commanded by Captain Henry Ducie Chads, in company with the "Imogene," Captain Price Blackwood, left Chuenpee Point to proceed up the Canton



From the photograph by Ernest Hopkins.
THE FOURTH "ANDROMACHE."

River on September 7th. The Chinese forts opened fire on them, but their gunnery was bad, and although the passage lasted nearly two hours the British ships sustained little damage. On September 9th the frigates started on their return journey, which had been delayed by baffling winds. During the interval the Chinese had strengthened their defences, but the British ships returned the fire so warmly that the forts were almost reduced to ruins, most of their defenders perishing. The British had 2 seamen killed and 7 wounded.

Between May and October 1836 the "Andromache," commanded by Captain Henry Ducie Chads, using her boats freely, did much useful work in the suppression of Malay piracy.

The "Andromache" ended her days as a powder ship at Milford, and was broken up at Devonport in 1875.

The fourth "ANDROMACHE" is an 8-gun cruiser, launched at Devonport in 1890. She is of 3400 tons, 9000 horse-power, and 20 knots speed. Her length, beam, and draught are 300 ft., 43 ft., and 17 ft.

For some years the "Andromache" has acted as a special mine-laying ship.

ANDROMEDA

The War of American Independence—

Keppel's action with D'Orvilliers off Brest	1778
Rodney's first action with De Guichen off Martinique	1780
Rodney's second action with De Guichen off Martinique	1780

Rodney's third action with De Guichen off

Martinique	1780
The stuttering Lieutenant	1789
The Wars of the French Revolution and Empire—	
Captured Dutch "Zefir"	1796
Boat action in Dunkirk Roads	1800
Assisted to capture French "Désirée"	1800



ANDROMEDA.—The beautiful daughter of Cepheus, king of the Ethiopians, and Cassiopeia his wife. The Queen having boasted herself equal in beauty to the Nereids, drew down upon her the vengeance of Neptune, the sea-god, who sent an inundation on the land, and a sea monster which destroyed man and beast. The Oracle of Ammon announced that no relief would be found until the King exposed his daughter Andromeda to the monster, and accordingly she was fastened to a rock on the shore. Perseus, returning from having slain the Gorgon found her, slew the monster, set her free, and married her in spite of the opposition of Phineus, to whom she had before been betrothed. She bore him a son named Perseus, from whom the Persian kings traced their descent, as did also the kings of Pontus and Cappadocia, who had an image of Perseus on their coins. After her death, Andromeda was translated by Minerva to a constellation in the Northern sky, near Perseus and Cassiopeia.

The first "ANDROMEDA" was a 28-gun ship, launched in 1777 at East Cowes.



After Lieutenant W. Elliot, R.N. Engraved by V. Green.

Commander Sir C. L. Cust, Bart., R.N., etc.

LOSS OF THE FIRST "ANDROMEDA."

She was of 609 tons, and carried a crew of 200 men. Her length, beam, and draught were 121 ft., 36 ft., and 11 ft.

In 1778, under the command of Captain Henry Bryne, she took part in the indecisive "Battle of Ushant" against the French.

The English fleet consisted of 30 ships of the line, 6 frigates and 3 small craft under the

command of Admiral the Hon. A. Keppel, who flew his flag in "Victory." (They mounted 2278 guns in all.) The French fleet consisted of 32 ships of the line, 6 frigates, and 8 small craft under the command of Lieutenant-General Comte d'Orvilliers, with his flag in "Bretagne." (They mounted 2098 guns in all.) Keppel sailed from Spithead on July 9th, and the two fleets sighted one another on the 23rd, 100 miles west of Ushant. The French in accordance with instructions tried to avoid an action, and until the 27th the two fleets manœuvred in full sight of one another. On the 27th an action began at 11 A.M. and lasted till nightfall, but the weather was such that the lower-deck guns could not be used to leeward with the canvas then set. On the morning of the 28th only three French ships were in sight. A pretty smart skirmish took place, but it was indecisive in character. The English loss was 133 killed and 373 wounded. The French lost 161 killed and 513 wounded. Vice-Admiral Palliser accused Admiral Keppel of not pressing home the attack. Both officers were tried by court-martial. Keppel was acquitted and Palliser's conduct was censured. Public opinion ran strongly for Keppel, and his acquittal was celebrated with bonfires and illuminations in London. The mob got drunk, smashed the windows of Palliser's friends, wrecked Palliser's own house, and came near to killing the Vice-Admiral himself.

In April 1780 the "Andromeda," under the command of Captain Henry Bryne, took part in the action between the English and French fleets in the West Indies. The English fleet,



After A. Vivell. T. H. Parker, Brothers.

Harmon

commanded by Admiral Sir George Rodney, consisted of 20 ships of the line, two of which mounted 90 guns, and 6 small frigates. The French, under Rear-Admiral de Guichen, consisted of 24 ships of the line and carried 3000 troops. The "Andromeda" was in the rear squadron under Rear-Admiral Joshua Rowley. The enemy were sighted on the night of the 16th in the lee of Martinique, and a general chase was at once ordered by Rodney. On the 17th the fleets manœuvred for position all the forenoon, and at noon Rodney stood over to attack. A signal from the flagship was misunderstood, and the "Stirling Castle," the leading British ship, led towards the leading French ship instead of to the ship opposite her. The action began at 1 P.M. By 4.15 P.M. the English flagship had beaten three French ships out of the line, and at 4.30 the French stood away after an indecisive action. The British lost 120 killed, 354 wounded, 1 captain killed, and 2 wounded. The French lost 222 killed and 537 wounded. Admiral Rodney censured his two junior flag-officers for inattention to signals, and gave several captains in the fleet certificates to the effect that "they meant well, and would have done their duty had they been permitted."

On May 15th, 1780, the "Andromeda," under the command of Captain Henry Bryne, took part in the second action off Martinique between Rodney and De Guichen. The "Andromeda" had previously been detached for scouting purposes and had signalled the approach of the French fleet. The fleets manœuvred for position for five days, and on the afternoon of May 15th an indecisive and partial engagement resulted in which the British van exchanged a close cannonade with the enemy's rear. The British fleet consisted of 20 sail of the line, and the French had 23. The British lost 21 killed and 100 wounded.

On May 19th, 1780, the "Andromeda" took part in the third indecisive action between Admiral Rodney and De Guichen. This engagement was of exactly the same character as that fought four days previously, and the British loss was 47 killed and 113 wounded.

In October 1780 a most disastrous hurricane swept over the West Indies. Fortifications were destroyed, and many ships were wrecked and lost. The English Navy lost 13 vessels in all, among which were two ships of the line, six frigates and small craft. The "Andromeda" was lost with all hands. The greater part of the surviving ships were dismasted wholly or in part, as well as seriously injured in the hulls, and as there were no docking facilities in the West Indies, under-water damage could only be repaired by heaving down or careening.

The second "ANDROMEDA" was a 32-gun frigate of 714 tons, launched at Liverpool in 1783. She carried a crew of 220 men, and her length, beam, and draught were 129 ft., 35 ft., and 12 ft.

In 1789, under the command of Prince William Henry—afterwards King William IV., whose portrait and facsimile signature are shown herein—she was once struck by a squall and thrown on her beam ends. The officer of the watch, owing to his stuttering, was unable to give the necessary orders, but Lieutenant Hargood rushed up from below, and managed to save the ship, and the future King, a service that was never forgotten. It was on May 19th, 1789, while serving in the "Andromeda" in the West Indies that H.R.H. Prince William Henry was created Duke of Clarence and of St. Andrews in Great Britain, and Earl of Munster in Ireland.

In 1796 the "Andromeda," in company with the "Ranger" and "Kite," captured and detained in the Firth of Forth the Dutch 36-gun frigate "Zefir," which was added to the Navy as the "Eurus."

In 1800 the boats from the "Andromeda" co-operated with the "Dart," two gun-brigs, and six fireships in an attack on four French frigates lying in Dunkirk Roads. A hot action followed, and the French 38-gun frigate "Désirée" was captured and brought out with a British loss of only 6 killed and wounded.

In 1810 the "Andromeda" was broken up.

The third "ANDROMEDA" was a 24-gun ship of 812 tons. She carried a crew of 195 men, and her length, beam, and draught were 130 ft., 37 ft., and 12 ft.

She was taken as the "Hannibal" from the Americans in 1812, and was sold in 1816.

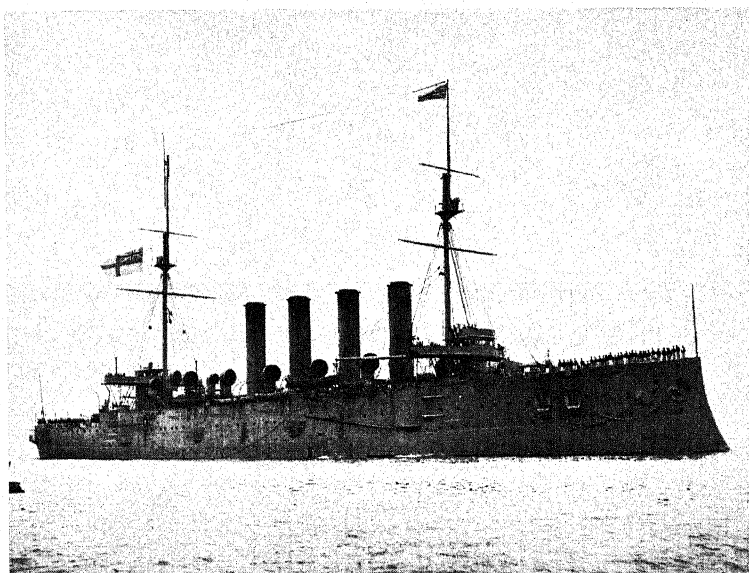
The fourth "ANDROMEDA" was a 20-gun ship sloop, launched at Deptford in 1828. She was of 502 tons, and carried a crew of 135 men. Her length, beam, and draught were 113 ft., 32 ft., and 11 ft.

Upon receiving advices from Bombay that a new frigate building there had been named "Andromeda," the Admiralty changed this vessel's name to "Nimrod."

The fifth "ANDROMEDA" was a 46-gun frigate, launched at Bombay in 1829. She was of 1215 tons, and carried a crew of 300 men. Her length, beam, and draught were 159 ft., 42 ft., and 13 ft.

In 1864 the "Andromeda" was sold for £4500.

The sixth "ANDROMEDA" is a 16-gun twin-screw cruiser, launched at Pembroke in 1897. She is of 11,000 tons, 16,500 horse-power, and 20 knots speed. Her length, beam, and draught are 435 ft., 69 ft., and 25 ft.



From the photograph by Ernest Hopkins.

THE SIXTH "ANDROMEDA."

ANGLER



ANGLER.—One that tries to catch fish with an angle.

The first "ANGLER" was a 2-gun screw gunboat, launched at Devonport in 1856. She was of 212 tons, 20 horse-power, and carried a crew of 36 men. Her length, beam, and draught were 100 ft., 22 ft., and 4 ft.

She was built too late for the Russian war, and in 1869 she was broken up at Portsmouth.

The second "ANGLER" is a twin-screw torpedo-boat destroyer, launched at Chiswick in 1897. She is of 335 tons, 5700 horse-power, and 30 knots speed. Her length, beam, and draught are 210 ft., 19 ft., and 7 ft.

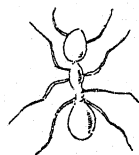


THE SECOND "ANGLER."

From the photograph by Ernest Hopkins.

ANT

The second New Zealand War—The capture of Merimeri and Rangariri, 1863.



ANT.—The insects included under this name are divisible into two distinct groups, which exhibit important differences not only in structure but in habits. The familiar ant found in Britain and Europe generally belongs to an order of insects known as the Hymenoptera, of which division the wasps, bees, and hornets are well-known examples. But the Termites or white ants, insects which also live in social communities, and which inhabit tropical regions, belong to a different order, that of Neuropterous insects, and exhibit differences in several important respects from the ordinary ants.

The first "ANT" was a small armed vessel captured from the French in 1797. She was of 86 tons, mounted 4 guns, and carried a crew of 10 men. Her length, beam, and draught were 61 ft., 19 ft., and 8 ft.

In 1815 this ship was sold for £200.

The second "ANT" was a small cutter, manned by 15 men, hired for special service during 1803.

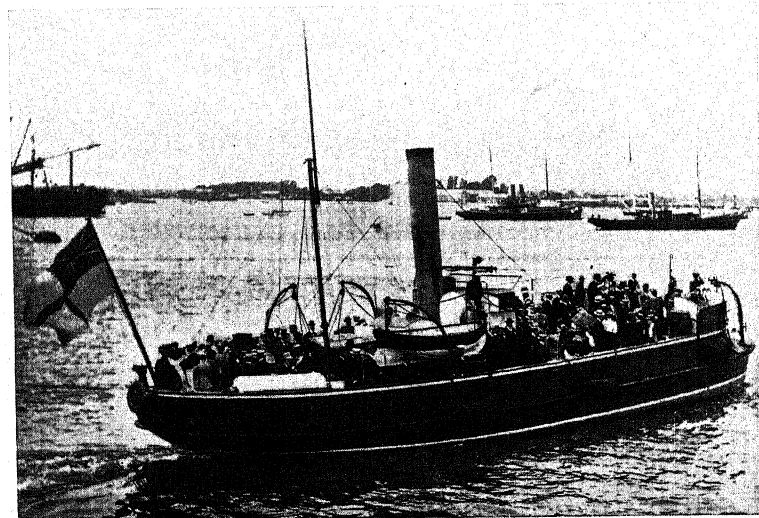
The third "ANT" was a small sailing vessel, launched at Woolwich in 1815.

She was of 107 tons, and carried a crew of 10 men. Her length, beam, and draught were 71 ft., 21 ft., and 7 ft.

She was eventually turned over to the Ordnance authorities.

The fourth "ANT" was a small sailing vessel, built at Portsmouth in 1834. She was of 106 tons, and carried a crew of 8 men. Her length, beam and draught were 60 ft., 21 ft., and 5 ft.

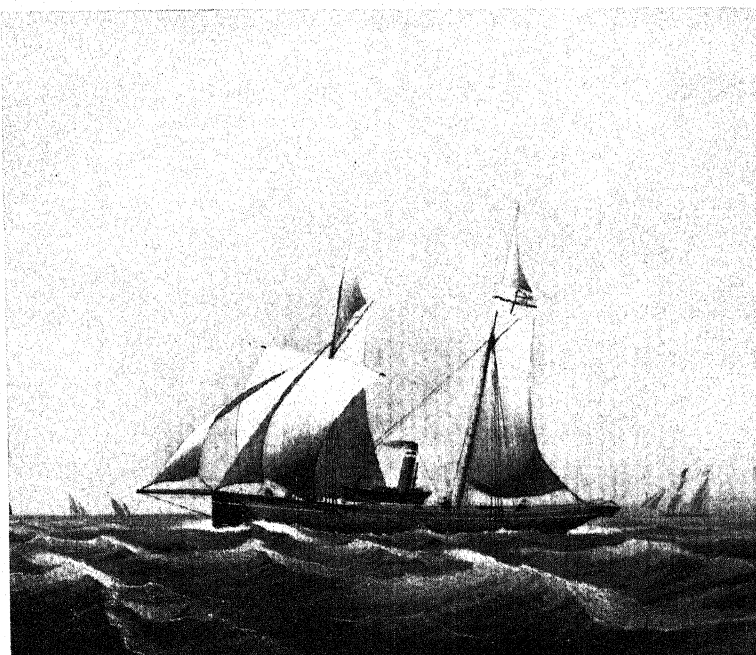
She was eventually turned over to the Victualling authorities.



From the photograph by Stephen Cribb.

THE SEVENTH "ANT."

The fifth "ANT" was a 2-gun screw gunboat, launched at Devonport in



Admiral of the Fleet Sir Nowell Salmon.

THE FIFTH "ANT."

THE KING'S SHIPS

ANTRIM

1856. She was of 212 tons, and 20 horse-power. Her length, beam, and draught were 100 ft., 22 ft., and 4 ft., and she carried a crew of 36 men.

In 1869 this "Ant" was broken up at Haslar.

The sixth "ANT" was a small New Zealand gunboat dating from 1862.

She had originally been a cargo boat, but had been purchased and thinly armoured by the New Zealand Government.

In 1863 the "Ant," commanded by Lieutenant R. K. Hammick, played a minor part in the second New Zealand War. She assisted in the attack and capture of Merimeri and Rangariri.

The seventh "ANT" is a twin-screw 1-gun gunboat, launched at Birkenhead in 1873. She is of 254 tons, 168 horse-power, and 8 knots speed. Her length, beam, and draught are 85 ft., 26 ft., and 6 ft.

ANTRIM

MARY ANTRIM

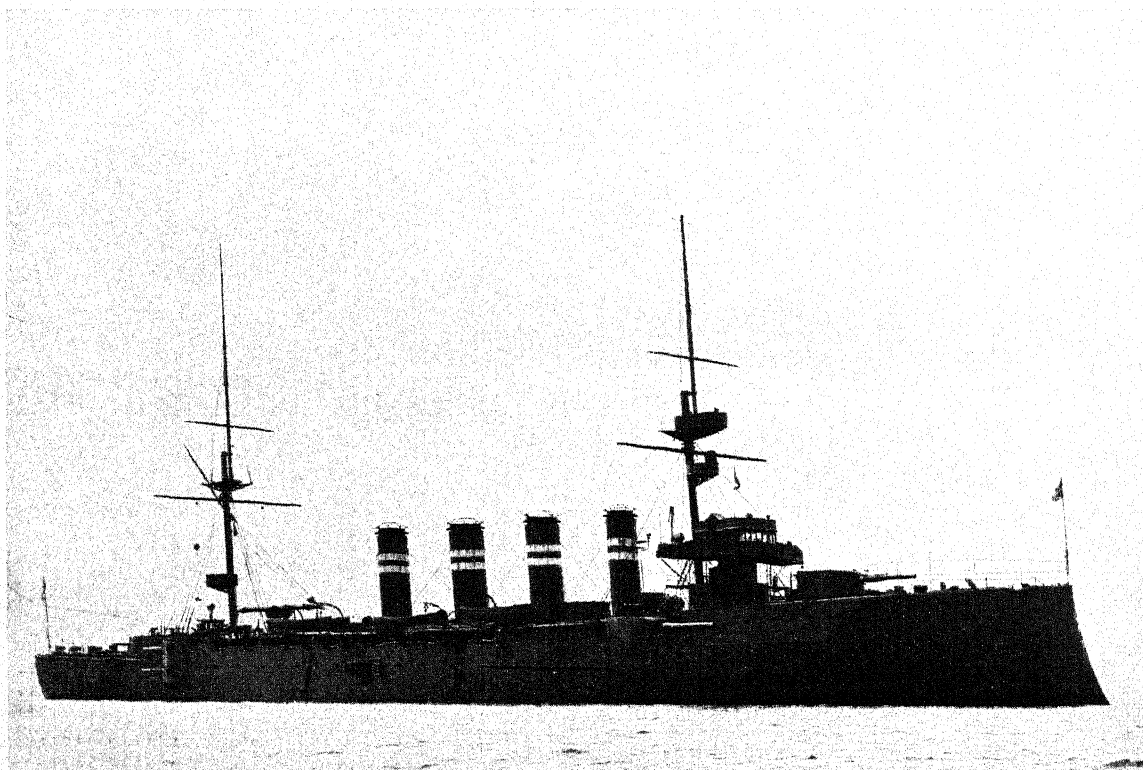
The second English Civil War—With Prince Rupert's squadron at Lagos, etc., 1649; Action with Parliamentary "Lion," 1649.



ANTRIM.—A maritime county in the North-East of Ireland in the province of Ulster, 54 miles long by 28 miles broad. Area, 1191 square miles, of which 79 are under water. A stupendous assemblage of basaltic columns known as the Giant's Causeway, the property of the Lecky family, is on the coast of Antrim. There is a considerable fishing industry, and the chief manufactures are butter, linen yarn, wool, canvas and paper, white and brown linen, and kelp.

The town of Antrim is situated at the north end of Lough Neagh.

The first "ANTRIM" was the "Mary Antrim," dating from about 1645.



THE SECOND "ANTRIM."

From the photograph by Ernest Hopkins.

She formed one of a fleet of 28 ships which, under Prince Rupert, seceded from Parliamentary control to adhere to the Royalist cause of Charles I.

In February 1649 the "Mary Antrim," accompanied by one other Royalist ship, met and engaged the "Lion," a Parliamentary ship flying the flag of Admiral Sir William Penn. The fight was well maintained, but was without result. The "Lion" lost her mizzen-mast and bowsprit, and the "Antrim" continued the fight until she had 11 men killed.

The "Mary Antrim" was one of Prince Rupert's squadron which was blockaded into Kinsale by a Parliamentary fleet under Robert Blake, "Admiral and General-at-Sea." The Royalists escaped, when Blake was blown to leeward by a north-easterly gale, and they were given shelter in the Tagus by John IV. of Portugal.

Prince Rupert engaged Blake off Portugal and in the Mediterranean, constantly losing ships. He went to the West Indies, and brought his cruise to a close at Nantes in 1654.

The second "ANTRIM" is a 10-gun twin-screw cruiser, launched at Clydebank in 1903. She is of 10,850 tons, 21,600 horse-power, and 23 knots speed. Her length, beam, and draught are 450 ft., 68 ft., and 25 ft.

APOLLO

APOLLON

The War of Jenkins's Ear, and of the Austrian Succession—
The bombardment and siege of Pondicherry . . . 1748
The fight against the King of Tanjore . . . 1749

The War of American Independence—
Operations against Forts Montgomery and Clinton 1777
Howe and D'Estaing off New York . . . 1778
Captured French "Oiseau" . . . 1779
Assisted to capture French "Mutine" and French
"Pilote" . . . 1779
Rodney's action with Spaniards off Finisterre . 1780
Rodney's action with De Langara off St. Vincent 1780
Engagement with French "Stanilaus" . . . 1780

The Wars of the French Revolution and Empire—
Assisted to capture French "Légère" . . . 1796
Assisted to capture French "Les Deux Amis" . 1796
Captured Spanish "Aguilla" . . . 1798
Captured Spanish "Cantanabro" . . . 1800
Captured Spanish "Resolución" . . . 1800

Captured French "Vigilant" . . . 1801
Captured French "Dart" . . . 1803
The bombardment and capture of Alexandria . 1807
Boat attack at Rosas Bay . . . 1809
Captured French "Mérinos" . . . 1812
Boat attack in Apulia . . . 1812
Capture of the islands of Lagosta and Curzola . 1813
Capture of Devil's Island near Corfu . . . 1813
Operations at San Cataldo . . . 1813
Boat operations at Brindisi . . . 1813
Boat operations at Otranto . . . 1813
Captured the Island of Paxo . . . 1814
The blockade of Brindisi . . . 1814

The first China War—
The Yang-tse-Kiang expedition . . . 1842

The Russian War—
The expedition to the Crimea . . . 1854



APOLLO.—The son of Jupiter and Latona, also called Phoebus, and supposed to be the mythological embodiment of the sun. Apollo was the god of the fine arts, medicine, music, poetry, and eloquence, and of all these he was deemed the inventor. Apollo destroyed with arrows the serpent Python, which Juno had sent to persecute Latona. The cock, grasshopper, wolf, crow, swan, and hawk, and the laurel, palm tree, and olive were sacred to Apollo, and in his sacrifices wolves and hawks were offered, as they were the natural enemies of the flocks over which he presided. He is generally represented with long hair, tall, beardless, of a handsome shape, holding in his hand a bow and sometimes a lyre, his head surrounded by beams of light. He had received from Jupiter the power of knowing futurity, and he was the only one of the gods whose oracles were held in general respect all over the world of Greek civilisation.

The first "APOLLO" was a French 30-gun East Indiaman. She was of 744 tons, and carried a crew of 120 men. Her length, beam, and draught were 127 ft., 36 ft., and 15 ft.

She was captured on May 3rd, 1747, when Vice-Admiral Anson defeated Monsieur de la Jonquière in the Bay of Biscay. In the French service she was called "Apollon," but her captors re-named her "Apollo" and converted her into an hospital ship.

In 1747 the "Apollo," commanded by Lieutenant Robert Wilson, sailed from England for the East Indies in a squadron of ten ships under Rear-Admiral the Hon. Edward Boscawen. They escorted 17 ships carrying 2000 troops, and arrived off Mauritius in June 1748.

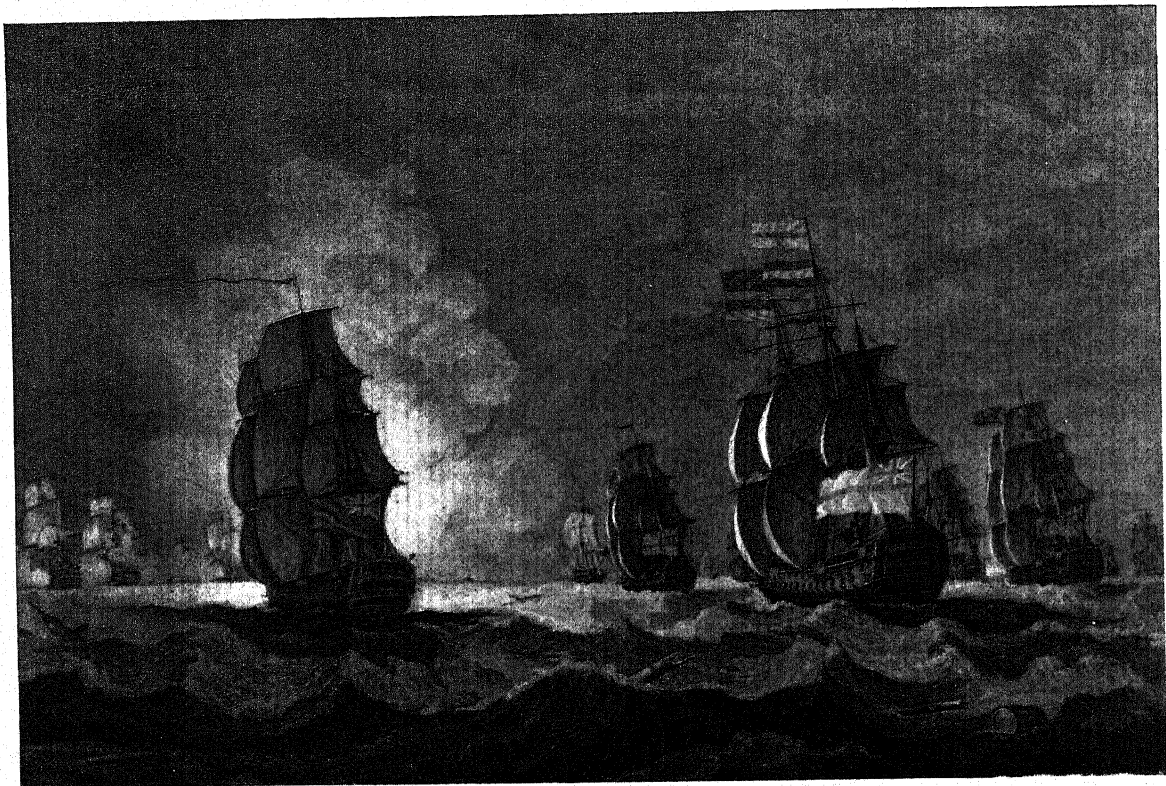
THE KING'S SHIPS

APOLLO

It had been Boscawen's intention to attack Mauritius, but after reconnoitring the coast, he abandoned the project, and the squadron proceeded to India, where they assisted in the siege of Pondicherry. The ships bombarded the place, but could not get near enough to do much damage owing to the shallows, and the siege was raised in October 1748.

On April 12th, 1749, the "Apollo" was detached from the squadron to assist the East India Company in a war with the King of Tanjore. While this service was being performed, a violent hurricane wrecked the "Apollo" and two other ships, 1000 lives being lost. Fortunately the "Apollo's" ship's company escaped without loss.

The second "APOLLO" was the name given to a ship, which as the "Glory" had been launched at Hull in 1763. She was of 679 tons, and carried a crew of 220 men. Her length, beam, and draught were 125 ft., 35 ft., and 11 ft.



After T. Luny. Engraved by J. Fittler.

RODNEY'S ACTION OFF ST. VINCENT.

British Museum.

At one time Falconer, the author of the *Shipwreck*, was purser of the ship.

In October 1777 the "Apollo," commanded by Captain P. Pownall, was engaged in the war with the American colonies. She assisted in the destruction of Forts Montgomery and Clinton, and of two new American frigates.

On August 9th, 1778, the "Apollo," commanded by Captain Philemon Pownall, proceeded to sea from New York in a fleet of 15 ships of the line, 7 frigates, 3 fireships, 2 bombs, and 4 galleys, under Vice-Admiral Lord Howe, with his flag in "Eagle." A French squadron then approached under Vice-Admiral Comte d'Estaing. On the 9th and 10th the two fleets manœuvred for position. On August 11th they did the same, and Vice-Admiral Lord Howe shifted his flag to the "Apollo," and placed himself between the two fleets for the purposes of observation. That night the sea was too rough for Lord Howe to return to his own ship, and a storm sprang up which threw the two fleets into confusion, scattering the ships and causing numerous disasters. The "Apollo" fared badly, and on the night of August 12th she lost her foremast and sprang her mainmast. On the evening of the 13th two English and two French ships engaged with indecisive results, and one English and one French ship fought a

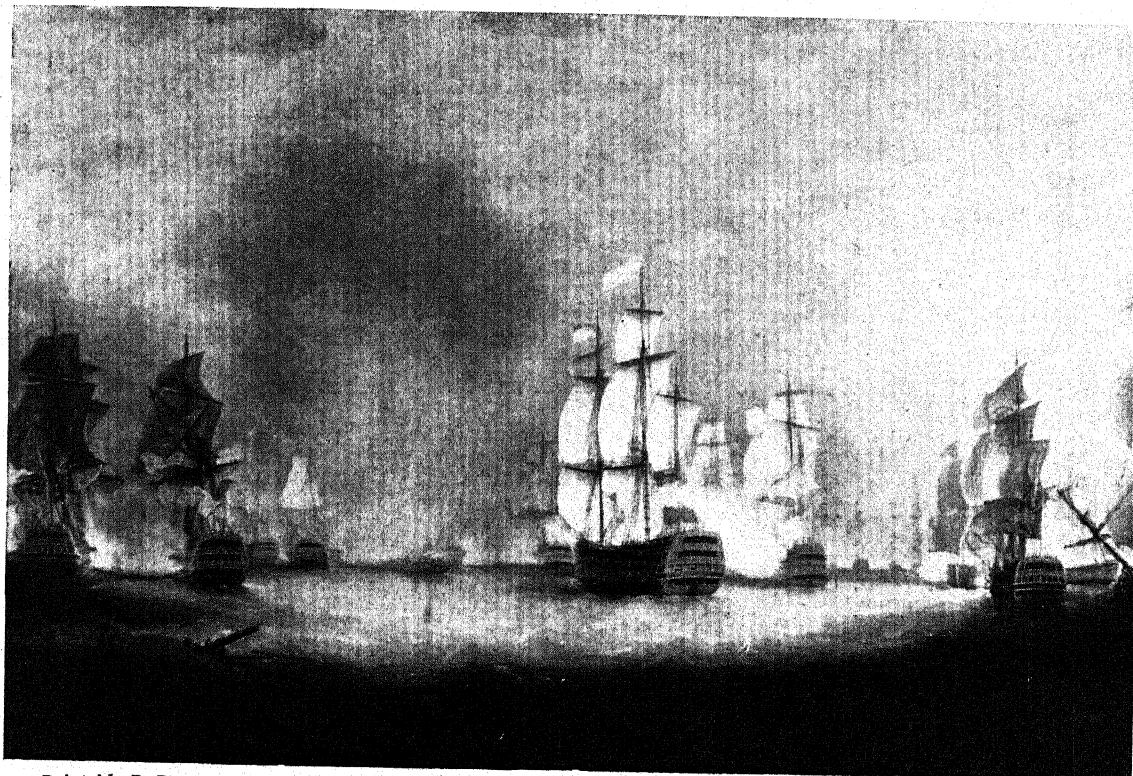
THE KING'S SHIPS

small action on the 14th. The "Apollo" arrived with Lord Howe on August 17th at Sandy Hook.

On January 31st, 1779, the "Apollo," commanded by Captain Philemon Pownall, chased, engaged, and captured the French 32-gun frigate "Oiseau." When the "Oiseau" surrendered after a two hours' action, only the lieutenant commanding and four men were left on her quarter-deck. She had lost her maintopmast and mizzenmast, and her hull was riddled. Both commanders were wounded. The "Apollo" had 6 killed and 22 wounded. The "Oiseau" had 35 killed, besides a large number of wounded.

On October 2nd, 1779, the "Apollo," while in company with the "Jupiter" and "Crescent," captured the "Mutine" and "Pilote," two French 14-gun cutters.

In 1780 the "Apollo" was in an English fleet of some 21 ships of the line and 11 frigates under Admiral Sir George Rodney. They sailed from Plymouth on December 29th, 1779, for



Painted by R. Paton.

RODNEY DEFEATS LANGARA.

The Painted Hall, Greenwich.

Gibraltar and the West Indies. At daylight on January 8th 22 Spanish sail were sighted and they were at once chased. After a few hours' action they were all captured. Seven were men-of-war, chiefly frigates, and the remainder were merchant vessels laden with stores and provisions for the Spanish fleet at Cadiz. This action was fought about 300 miles west of Cape Finisterre; the ships then proceeded towards Gibraltar.

On January 16th, close to St. Vincent, another Spanish squadron was sighted, consisting of 11 ships of the line and 2 frigates, under Admiral Don Juan de Langara. The English ships at once chased, and at 4 P.M. the leading ships got into action. At 4.30 a Spanish 70-gun ship blew up with all on board, and at 6 another struck. A night action followed, and at 2 A.M. the Spaniards surrendered. Besides the one blown up, six Spanish ships were captured, but of these two drove ashore and were lost.

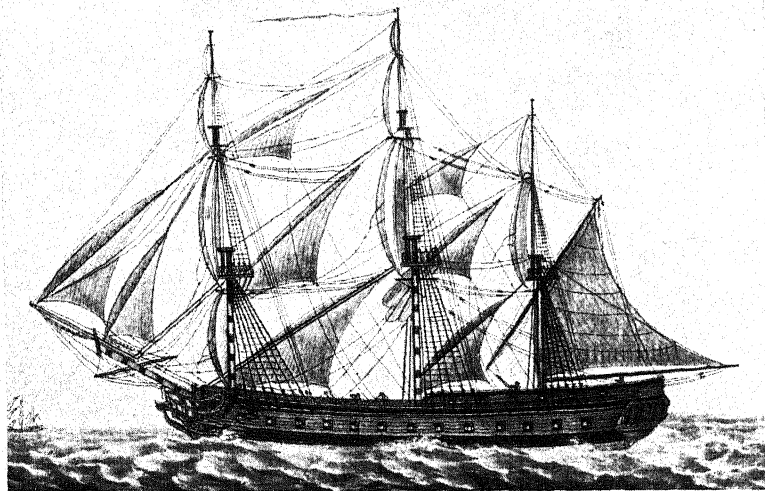
On June 15th, 1780, the "Apollo," commanded by Captain Philemon Pownall, chased and engaged the French 26-gun privateer "Stanilaus." The "Apollo" lost her captain and 5 others killed, and 20 wounded. The "Stanilaus" ran aground off Ostend in neutral waters, and it was not possible to capture her.

In 1786 the "Apollo" was broken up at Woolwich.

THE KING'S SHIPS

APOLLO

The third "APOLLO" was a 38-gun frigate, launched on the Thames in 1794. She was of 984 tons, and carried a crew of 280 men. Her length, beam, and draught were 146 ft., 39 ft., and 14 ft.



After T. Butterworth.

THE THIRD "APOLLO."

British Museum.

On June 22nd, 1796, the "Apollo," commanded by Captain J. Manby, while in company with the "Doris," engaged and captured off Brest the French 18-gun corvette "Légère."

The "Apollo" subsequently assisted the "Polyphemus" to capture the French 8-gun privateer "Les Deux Amis."

In 1798 the "Apollo" captured the Spanish 22-gun privateer "Aguilla."

On January 7th, 1799, the "Apollo," while commanded by Captain Peter Halkett, was wrecked and lost on the coast of Holland, through the neglect of the

pilot. The crew were saved by the exertions of a Prussian ship then passing.

The fourth "APOLLO" was a 38-gun frigate, launched on the Thames in 1800. She was of 956 tons, and carried a crew of 250 men. Her length, beam, and draught were 145 ft., 38 ft., and 12 ft.

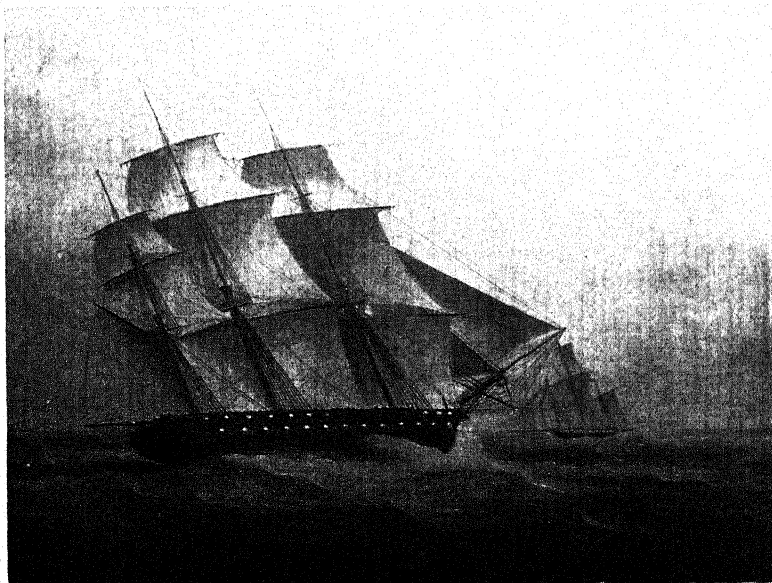
On July 27th, 1800, the "Apollo," commanded by Captain Peter Halkett, captured off Havana the Spanish 18-gun ship "Cantanabro."

On November 10th, 1800, the "Apollo," commanded by Captain Peter Halkett, captured and destroyed in the Gulf of Mexico the Spanish 18-gun ship "Resolución."

In February 1801 the "Apollo" captured the French 14-gun privateer "Vigilant."

On June 29th, 1803, the "Apollo" captured the French 4-gun cutter "Dart" in the Bay of Biscay.

On April 2nd, 1804, the "Apollo," commanded by Captain John William Dixon, while escorting a convoy of 69 sail from Cork to the West Indies, came to her end. She struck a reef on the Portuguese coast near Cape Mondego, and Captain Dixon and 60 of the crew perished with the ship. Forty vessels of her convoy ran ashore at the same time.



Royal United Service Institution.

THE FIFTH "APOLLO."

The fifth "APOLLO" was a 38-gun frigate, launched at Burlesdon in 1805. She was of 1086 tons, and carried a crew of 284 men. Her length, beam, and draught were 154 ft., 40 ft., and 15 ft.

On March 6th, 1807, the "Apollo," commanded by Captain Edward Fellowes, was one of a fleet of 3 men-of-war and 33 transports, with 5000 troops under Major-General Fraser, which sailed from Messina for an attack on the French in Egypt. They arrived at Alexandria on the 19th and, the Governor having refused to surrender, the troops were landed. A general attack was at once begun, and on the 21st the city of Alexandria surrendered together with 3 men-of-war in the harbour.

In 1809 the "Apollo," commanded by Captain Bridges Watkinson Taylor, was one of a squadron of 8 ships commanded by Captain Benjamin Hallowell, in "Tigre." They anchored off Rosas Bay on October 31st, and at once manned and armed all boats. The boats then proceeded into the harbour, and in spite of a heavy fire from the batteries, and great resistance from the French, proceeded with their work. By the following morning they had boarded, captured, and burned 4 armed French ships, and 7 of a merchant convoy. The British lost 15 killed and 50 wounded.

On February 13th, 1812, the "Apollo," commanded by Captain B. W. Taylor, while off Cape Corso, sighted and chased the French 20-gun storeship "Mérinos." An action followed, and after the "Mérinos" had lost 6 killed and 20 wounded, she surrendered. Curiously enough the "Apollo," although for some time exposed to the fire of the batteries on shore, had no one hurt.

On December 12th, 1812, the "Apollo," commanded by Captain B. W. Taylor, while off the coast of Apulia, chased a small vessel under the armed tower of San Cataldo. The boats were then sent in, and the tower was carried and blown up without loss.

On January 18th, 1813, the "Apollo," commanded by Captain B. W. Taylor, and having a privateer and four gunboats with 250 troops in company, attacked the Island of Lagosta, which surrendered on the 29th.

They then proceeded to the neighbouring island of Curzola. They attacked the sea batteries, and on February 3rd the island capitulated. The British casualties were 2 men killed and 1 slightly wounded.

On April 11th, 1813, the "Apollo," commanded by Captain B. W. Taylor, accompanied by the "Cerberus," took temporary possession of Devil's Island near the northern entrance to Corfu, by means of their boats. On the 14th the marines were landed, and after a little skirmishing the island was captured.

On April 24th the "Apollo" landed 30 marines at San Cataldo in southern Apulia, dislodged some troops which had just been landed there, made 26 prisoners, and captured the felucca which had disembarked them, all without loss.

On May 17th the boats from the "Apollo" and "Cerberus" drove ashore a French vessel at Brindisi, and captured a French 2-gun gunboat.

On May 27th the boats from the "Apollo" and "Cerberus" attacked a French convoy off Otranto. They captured two French 3-gun gunboats and four of the convoy, with a loss of 2 killed and 1 wounded.

On February 13th, 1814, the "Apollo," commanded by Captain B. W. Taylor, attacked and captured the Island of Paxo in the Adriatic.



Castles' Shipbreaking Company.
FIGUREHEAD OF FIFTH "APOLLO."

THE KING'S SHIPS

APOLLO

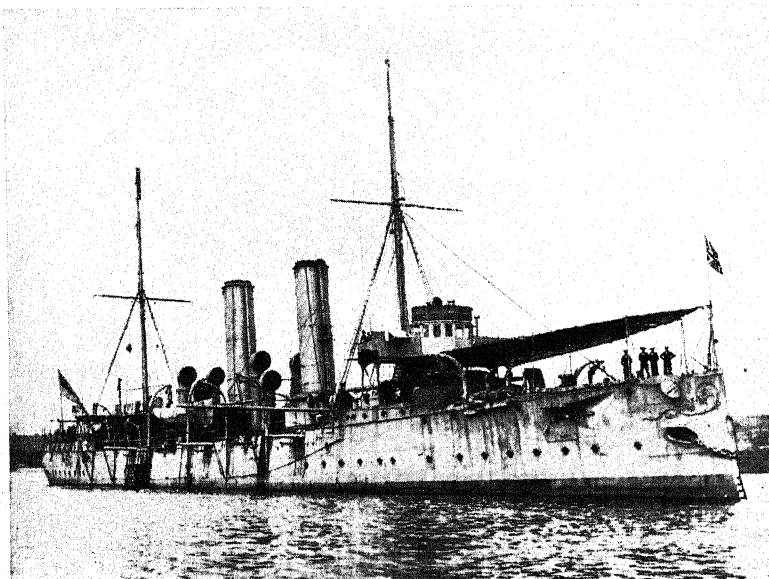
In 1814 the "Apollo," commanded by Captain B. W. Taylor, was engaged in the blockade of Brindisi.

In 1815, after the cessation of hostilities, Captain Taylor was drowned while going ashore in his galley at Brindisi. The news of his loss was received by the enemy with the greatest regret, and they erected a monument to him, recording the generous humanity he had displayed during a long and vigorous blockade.

The "Apollo" was subsequently converted into a 42-gun troopship.

In 1842, the "Apollo," commanded by Commander Charles Frederick, took part in the expedition into the Yang-tse-Kiang, which consisted of about 18 men-of-war, 9 East India

Company paddle steamers, and 40 transports carrying 9000 troops, under Rear-Admiral Sir William Parker. On July 6th the movement was commenced, and on July 20th the Chinese sent some fire rafts down the river against the fleet. The troops were landed on the following day, accompanied by a small Naval Brigade, and a few days later the town of Chingkiang was captured. Many of the Tartar defenders deliberately slew their wives and children, and then committed suicide. The General burnt himself with all his papers, in his house. By September 15th everything was in readiness for an attack on Nanking, but the Chinese sued for



From the photograph by Ernest Hopkins.

THE SIXTH "APOLLO."

peace, and on the 29th the Treaty of Nanking was signed, which ceded Hongkong to Great Britain, promoted regular tariff regulations, and obliged China to pay an indemnity of twenty-one million dollars. Thus ended the China war of 1840-42.

In 1854 the "Apollo," commanded by Captain George Johnson, played a minor part in the expedition to the Crimea, and in the Russian war.

In 1856 the "Apollo" was broken up.

The sixth "APOLLO" is an 8-gun twin-screw cruiser, launched at Devonport in 1891. She is of 3400 tons, 9000 horse-power, and 20 knots speed. Her length, beam, and draught are 300 ft., 43 ft., and 17 ft.

For some years the "Apollo" has acted as a special mine-laying vessel.

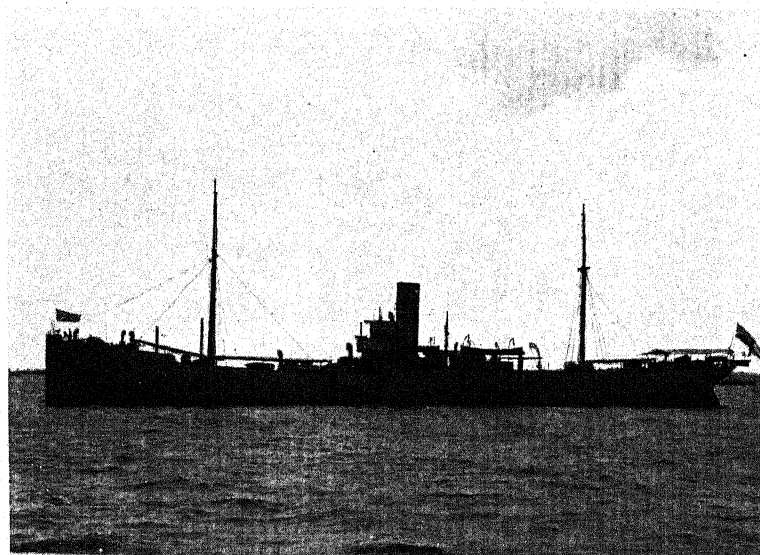
AQUARIUS



AQUARIUS.—The Water-Bearer, the 11th sign of the Zodiac, which the sun enters about January 21st.

The "AQUARIUS" is a screw-repair ship built at Sunderland in 1902 as the "Hampstead." She is of 2800 tons, 1100 horse-power, and 10 knots speed. Her length, beam, and draught are 268 ft., 38 ft., and 16 ft.

This vessel acts as a distilling vessel and oil tank, in addition to her repair duties.



From the photograph by Ernest Hopkins.

THE "AQUARIUS."

ARAB

ARABE

The Wars of the French Revolution and Empire—

The occupation of St. Eustatia and Saba . . .	1801
The blockade of Boulogne	1803
Operations against French invasion flotilla off Cape Griz-Nez	1805

The War with America—

Operations in the Bay of Chesapeake . . .	1813
The blockade of Boston	1814
The Egyptian War— The defence of Suakin	1884



ARAB.—A native of Arabia. A child without a home; an outcast.

The first "ARAB" was a 14-gun sixth-rate of 315 tons, captured from the French in 1791. She carried a crew of 100 men, and her length, beam, and draught were 91 ft., 29 ft., and 11 ft.

The second "ARAB" was a 20-gun sixth-rate of 424 tons, captured from the French in 1795. She carried a crew of 150 men, and her length, beam, and draught were 107 ft., 30 ft., and 9 ft.

In the French Navy she was known as the "Jean Bart," and she was captured in the English Channel on March 29th by the "Cerberus" and "Santa Margarita."

On June 10th, 1796, while commanded by Commander Stephen Seymour, she was wrecked, and lost on Point Denmark.

The third "ARAB" was an 86-ton sloop, captured from the French as "Le Brave" in 1797. She carried a crew of 80 men, and her length, beam, and draught were 61 ft., 19 ft., and 9 ft.

In 1810 this vessel was sold.

The fourth "ARAB" was a 20-gun sixth-rate of 505 tons, taken from the French in 1798. She carried a crew of 150 men, and her length, beam, and draught were 110 ft., 33 ft., and 14 ft.

In April 1801 the "Arab," commanded by Captain John Perkins, occupied St. Eustatia and Saba in the West Indies, from which she compelled the French to retire. This Captain Perkins was an extraordinary character. He is supposed to have been of illegitimate birth, and to have had negro blood in his veins. He could write only to the extent of signing his name mechanically; and he served almost exclusively in the West Indies, where, when on half-pay, he lived with little regard to the decencies of civilisation. He was known on the station as "Jack Punch."

In 1805 the "Arab," commanded by Captain Keith Maxwell, was one of a squadron which drove ashore, near Cape Grisnez, on July 17th, eight small gun-brigs belonging to a Franco-Batavian flotilla. The "Arab" was handled with great ability, but the ship was considerably damaged, and she had 7 men wounded.

In 1810 this vessel was sold.

The fifth "ARAB" was a French 8-gun vessel.

She was captured in the Mediterranean by the "Maidstone," Captain Richard H. Moubray, on June 14th, 1803.

The sixth "ARAB" was a small collier, bought into the Service, and then armed.

She was commissioned on October 5th, 1803, by Captain Lord Cochrane. She took part

in the blockade of Boulogne, and in watching the movements of the French invasion flotilla. Lord Cochrane was kept in command of this craft until December 1804, as a sign of Admiralty displeasure at his action in irritating the Earl St. Vincent.

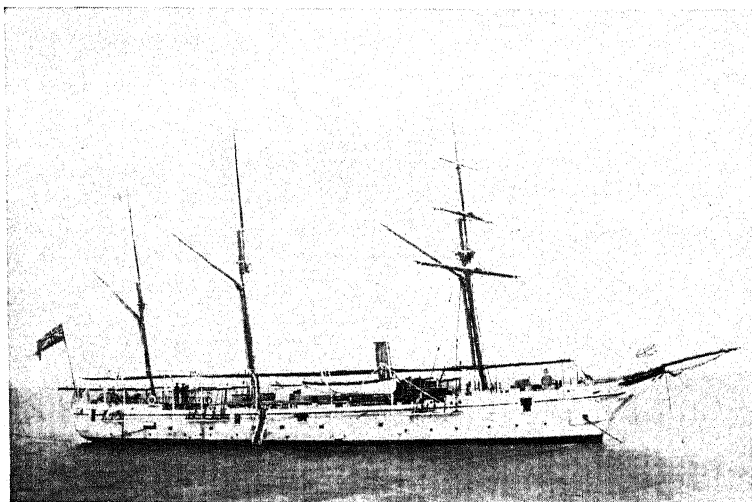
The seventh "ARAB" was an 18-gun brig sloop, launched at Frindsbury in 1812. She was of 390 tons, and carried a crew of 121 men. Her length, beam, and draught were 100 ft., 31 ft., and 11 ft.

In 1814 the "Arab," commanded by Captain Henry Jane, took part in the war with America, and assisted in the blockade of Boston.

On December 12th, 1823, the "Arab," commanded by Commander William Holmes, was wrecked and lost with all hands off Belmullet on the west coast of Ireland.

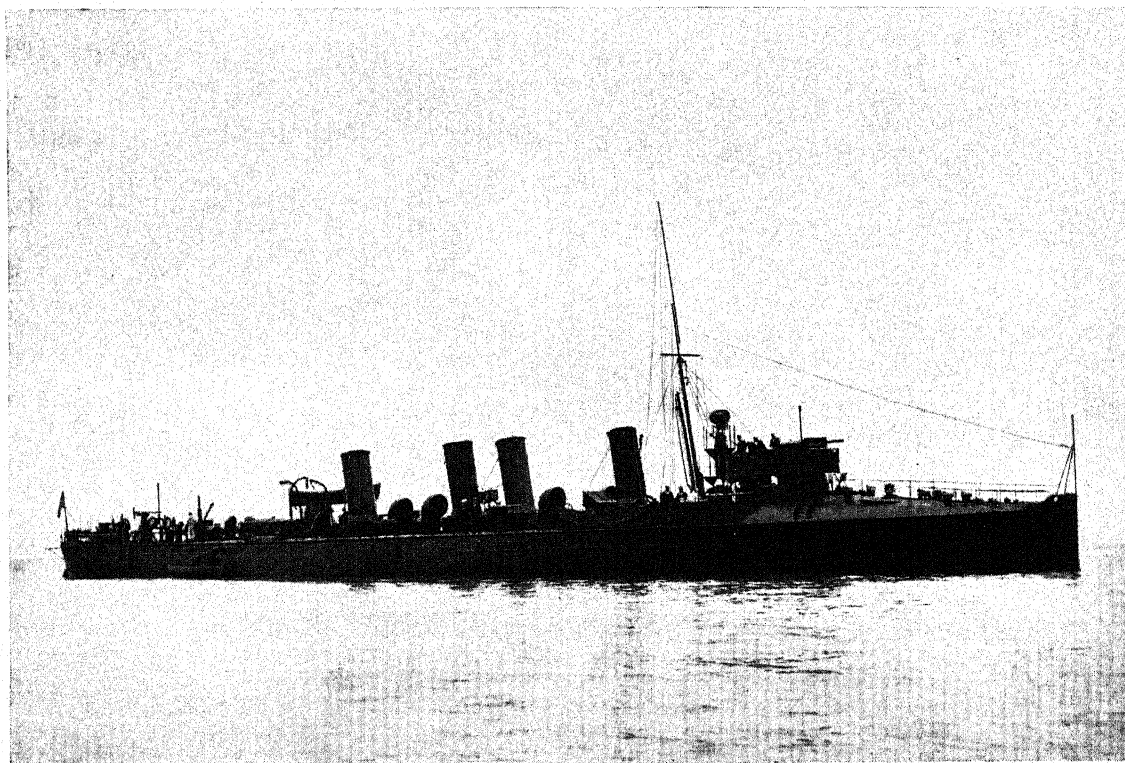
The eighth "ARAB" was an American armed letter of marque vessel which was captured on March 16th, 1813, by a British division of boats under Lieutenant James Polkinghorne in the Bay of Chesapeake, and pressed into service.

The ninth "ARAB" was a 16-gun brig sloop, launched at Chatham in 1847.



Commander H. T. F. White, R.N.

THE TENTH "ARAB."



THE ELEVENTH "ARAB."

From the photograph by Ernest Hopkins.

THE KING'S SHIPS

ARDENT

She was of 481 tons, and carried a crew of 130 men. Her length, beam, and draught were 105 ft., 33 ft., and 12 ft.

This "Arab" became a Coastguard watch vessel, and was broken up at Chatham in 1879.

The tenth "ARAB" was a 4-gun screw gunboat, launched at Glasgow in 1874. She was of 720 tons, 660 horse-power, and 10.4 knots speed. Her length, beam, and draught were 150 ft., 28 ft., and 14 ft.

In 1884 the "Arab," commanded by Commander R. W. Stopford, was engaged in the operations in the Eastern Soudan, and assisted in the defence of Suakin.

In 1889 the "Arab" was sold.

The eleventh "ARAB" is a twin-screw torpedo-boat destroyer, launched on the Clyde in 1901. She is of 470 tons, 6000 horse-power, and 33 knots speed. Her length, beam, and draught are 218 ft., 20 ft., and 6 ft.

ARDENT

The War of American Independence—

The defence of New York	1778
Howe and D'Estaing off New York	1778
Action with French squadron off Plymouth	1779

The Wars of the French Revolution and Empire—

Lord Hood's occupation and operations at Toulon	1793
The attack upon Corsica	1793
The battle of Camperdown	1797
Captured Dutch "Vryheid"	1797

Operations against Dutch at Nieuwe Diep and in

River Vlieter	1799
Nelson's bombardment of Copenhagen	1801
Destroyed French "Bayonnaise"	1803
The capture of Montevideo	1807

The Russian War—

The Crimea coast	1854
The capture of Kertch	1855
Operations in the Sea of Azof	1855

Punitive expeditions in the Scarcies River	1858-59
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ARDENT.—Hot, burning, fierce, intense, zealous. This is not a name of British origin. It was introduced into the English service through the medium of a French prize.

The first "ARDENT" was a 64-gun ship captured from the French by the "Exeter," "Poole," and "Tavistock" in 1746. She subsequently drove ashore in Quiberon Bay and was lost.

The second "ARDENT" was a 64-gun ship, launched at Hull in 1764. She was of 1376 tons, and carried a crew of 500 men. Her length, beam, and draught were 160 ft., 44 ft., and 19 ft.

In 1778 the "Ardent," commanded by Captain George Keppel, took part in the war with the American colonies in a fleet commanded by Vice-Admiral Lord Howe, with his flag in "Eagle." In July 1778 the "Ardent" was engaged in the defence of New York. She was one of six ships anchored across the main ship channel just inside Sandy Hook. On July 22nd a French fleet, commanded by Vice-Admiral Comte d'Estaing, appeared off New York, and prepared to attack. They were, however, misinformed by the pilots that they drew too much water to cross the bar. They therefore contented themselves with a demonstration of strength, and then took their departure.

On August 9th, 1778, the "Ardent" put to sea in a squadron of 15 ships of the line, 7 frigates, 3 fireships, 2 bombs, and 4 galleys under command of Vice-Admiral Lord Howe, with his flag in "Eagle." Vice-Admiral Comte d'Estaing at once approached with his squadron. On August 10th and 11th the opposing forces manoeuvred for position. On the 12th they did the same, Lord Howe shifting his flag to a small ship, and placing himself between the two fleets for the purpose of observation. That night a storm arose which threw the two fleets into confusion. It scattered the ships, caused numerous disasters, and prevented the

Commander-in-chief from returning to his flagship. On the evening of the 13th two English and two French ships engaged with indecisive results, and one English and one French ship fought a small action on the 14th. The "Ardent" returned to Sandy Hook, arriving on August 17th.

On August 17th, 1779, the "Ardent," commanded by Captain Philip Boteler, was in company with the "Marlborough" off Plymouth. They were surprised by a large French squadron under the command of Admiral Comte d'Orvilliers. The "Marlborough" managed to escape, but the "Ardent" was overtaken and captured. This capture reflected no discredit on Captain Boteler. His ship had only just left port with a raw crew, 400 of whom were landsmen who had never seen a gun fired, but she was not surrendered until it was seen that further resistance was useless, her losses being 5 killed and 8 wounded.

In 1781 the second "Ardent" was fighting against us during the American war in a squadron of French ships under Admiral de Touches.

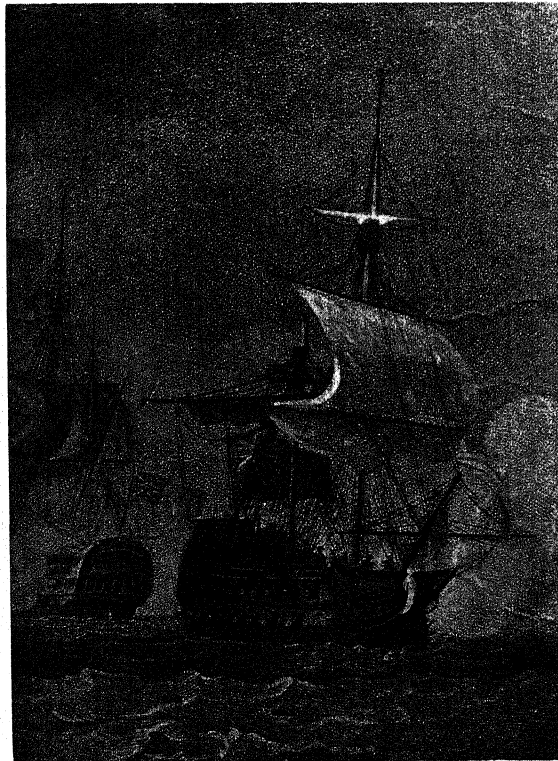
In 1782 the second "Ardent" was fighting against us in the West Indies. She was in the fleet commanded by Vice-Admiral Comte de Grasse, which fought a British squadron under Admiral Sir George Rodney. the "Ardent" took part in the actions of June 9th and June 12th. On this last day, when the French were defeated, she was recaptured owing to her indifferent sailing, but was too shattered and leaky to be of further use to the State.

After recapture the "Ardent" was renamed "Tiger," but in 1784 she was sold.

The third "ARDENT" was a 64-gun ship, launched at Buresdon in 1782. She was of 1387 tons, and carried a crew of 500 men. Her length, beam, and draught were 160 ft., 44 ft., and 19 ft.

In August 1793 the "Ardent," commanded by Captain Robert Manners-Sutton, was one of a fleet of 51 ships commanded by Vice-Admiral Lord Hood, with his flag in "Victory." They arrived off Toulon on August 15th to keep in check the French fleet. Inside the port there were 58 ships, frigates, and corvettes. The Royalist forces then surrendered the town, works, and ships to Lord Hood, who landed seamen and took possession of the forts. The Spaniards, under Admiral Don Juan de Langara, co-operated with the English. Soon afterwards the French Republican forces laid siege to the town and continued their operations with such activity that on December 15th the English and Spanish allies were forced to evacuate the place. They took away with them 15,000 of the Royalist population, and before leaving destroyed the dockyards and magazines, and a large number of the ships in the harbour. The Royalists left behind were massacred by the Republicans. It is interesting to note that while Nelson was in the harbour commanding the "Agamemnon," Napoleon was among the Republican besiegers outside the town.

During the operations at Toulon the "Ardent" was detached in a small squadron of five ships to endeavour to raise the Royalists at Ville Franche. They then went to Corsica, and started a bombardment of the fort at Fornielli, which soon surrendered. On October 1st the general attack was begun, but the French defence was so good that the ships were obliged to haul out of gunshot. The "Ardent" lost 14 killed and 17 wounded, and was severely damaged in hull and masts.



After T. Whitcombe.
Engraved by T. Hellyer.

*T. H. Parker, Brothers.

FOURTH "ARDENT" AT CAMPERDOWN.

THE KING'S SHIPS

ARDENT

In April 1794 the "Ardent," commanded by Captain Robert Manners-Sutton, was stationed off Ville Franche to watch two French frigates and a convoy. While engaged on this duty a sudden and terrible fate overtook the ship—she caught fire and blew up, and not a single soul survived to tell the tale.

The fourth "ARDENT" was a 64-gun ship, launched on the Thames in 1796. She was of 1422 tons, and carried a crew of 490 men. Her length, beam, and draught were 173 ft., 43 ft., and 14 ft.

In 1797 the "Ardent" was one of the ships involved in the mutiny at the Nore.

On June 9th, when the mutiny was about to collapse, the "Ardent" endeavoured to escape. The "Monmouth" fired into her and several men were wounded. The men had



*After P. J. de Loutherbourg, R.A.
Engraved by J. Fittler.*

THE BATTLE OF CAMPERDOWN.

T. H. Parker, Brothers.

demanding more pay, better leave facilities, a moderation of the harshness in the Articles of War, and a more equitable distribution of prize money. Many were executed, some imprisoned, and others flogged from ship to ship.

On October 11th, 1797, the "Ardent," commanded by Captain Richard Burges, took part in the battle of Camperdown, off the Dutch coast.

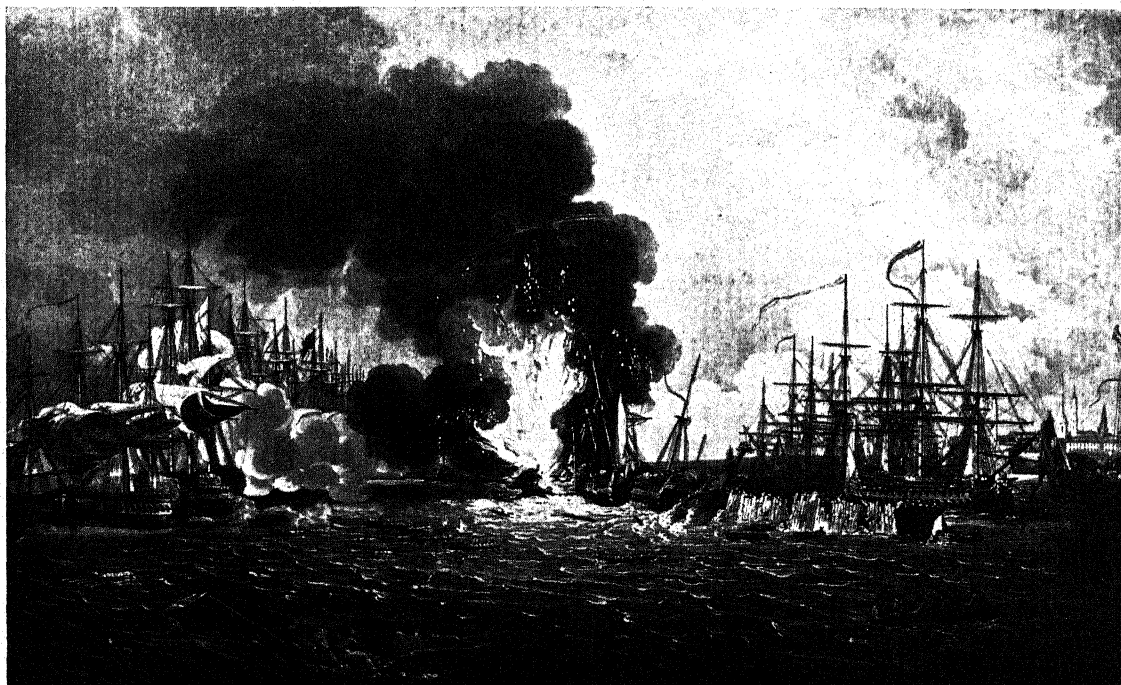
The English fleet consisted of 24 ships, commanded by Admiral Adam Duncan, with his flag in "Venerable." The Dutch fleet consisted of 26 ships, commanded by Vice-Admiral de Winter, with his flag in "Vryheid." The fleets engaged at about noon, several English ships cutting through the line. The "Ardent" attacked the "Vryheid," which, after she had lost all her masts and had one battery put out of action by their fall, hauled down her colours. The action concluded with the capture by the British of eleven Dutch ships, all of which were practically dismasted and badly damaged in the hull. The British loss was 244 killed and 796 wounded, but that of the Dutch is not known. The "Ardent" lost her captain, two lieutenants and a master, and had 98 round-shot in her hull. Admiral Duncan was created Viscount Duncan of Camperdown, with a pension of £3000 a year for three lives, and Vice-Admiral Onslow was made a baronet on account of this victory. The "Ardent's" loss was higher than

THE KING'S SHIPS

any ship of the fleet. She had 41 killed and 107 wounded out of a complement of 420. A statue to the memory of Captain Burges stands in St. Paul's Cathedral.

In 1799 the "Ardent," commanded by Captain Thomas Bertie, was in a fleet consisting of 17 English and 2 Russian ships which, under Viscount Duncan with his flag in "Kent," proceeded to the Texel. Transports accompanied the expedition in large numbers, and 37,000 British and Russian troops were landed in Holland under cover of the guns of the squadron. The Franco-Dutch troops retired before the attack. On August 28th 14 Dutch men-of-war, 3 Indiamen, and 1 sheer hulk were captured without resistance in the Nieuwe Diep. On August 30th the English men-of-war under Vice-Admiral Mitchell stood into the River Vlieter. The Dutch commander-in-chief, Vice-Admiral Storiij, without resisting, forthwith surrendered 12 more Dutch men-of-war. The British and Russian forces were defeated and forced to evacuate Holland, but the Naval service received the thanks of Parliament for their share in the operations.

In 1801 the "Ardent," commanded by Captain Thomas Bertie, was in a fleet of



After J. T. Serres.
Engraved by P. W. Tomkins.

NELSON'S ATTACK ON COPENHAGEN.

British Museum.

21 ships, 7 bombs, 2 fireships, and 6 gun-brigs commanded by Vice-Admiral Lord Nelson with his flag in "Elephant," which took part in the battle or bombardment of Copenhagen. The fleet forced a passage of the Ore Sound on March 30th, and after encountering various navigational difficulties anchored under fire opposite Copenhagen on April 3rd. The Danish defences, besides forts, consisted of 18 men-of-war, and armed hulks and floating batteries, moored in a 1½-mile line opposite the town. Two British men-of-war ran aground and the six brigs were unable to get into action owing to the tide. The action began at 10 and was general at 11.30. A furious cannonade followed, during which time Lord Nelson put his blind eye to his telescope when advised by the Commander-in-Chief four miles away to discontinue the action. By 3.30 P.M. letters were exchanged under flags of truce and the fighting ceased, most of the Danish ships and forts being silenced. The Danes lost in killed, wounded and prisoners about 6000 men. The British fleet lost 255 killed and 688 badly wounded. Fourteen Danish ships were captured, burned, blown up, driven on shore, or otherwise taken from the enemy. A fourteen weeks' armistice was then agreed to, and the British forces withdrew. The Danes mounted 696 guns on this occasion against the British 1014 guns and carronades. The "Ardent" lost 30 killed and 64 wounded. Nelson was elevated to the dignity of Viscount for this victory.

THE KING'S SHIPS

ARDENT

On November 28th, 1803, the "Ardent," commanded by Captain Robert Winthrop, chased and drove ashore near Cape Finisterre the French 32-gun frigate "Bayonnaise."

In 1807 the "Ardent," commanded by Captain Ross Donnelly, was one of a fleet of seven

ships, and some sloops, brigs, and transports commanded by Rear-Admiral Charles Stirling with his flag in "Diadem." On January 16th a body of troops were landed, together with about 800 seamen and marines under Captain Ross Donnelly. On the 25th the batteries were opened, and on February 3rd the city of Montevideo was gallantly stormed and captured. The Navy lost 6 killed, 28 wounded and 4 missing during the operations.

In 1824 the "Ardent" was broken up at Bermuda.

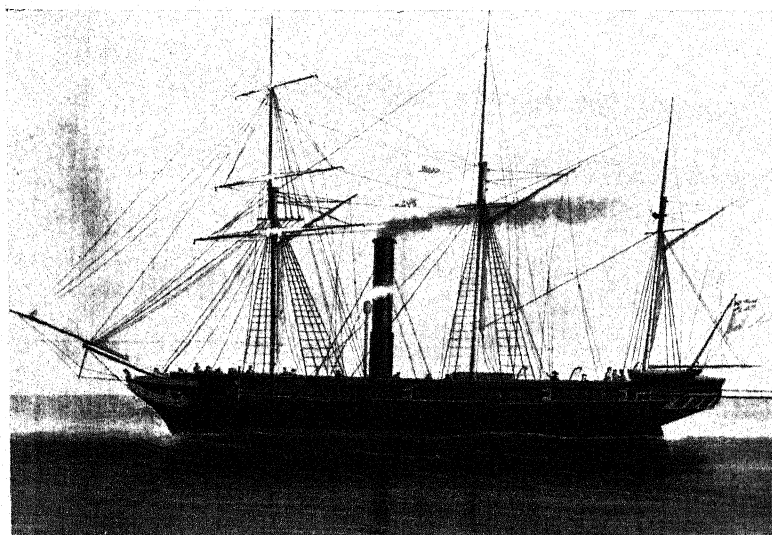
The fifth "ARDENT" was a small sloop laid down at Sheerness in 1840.

She was ordered to be lengthened aft, to be fitted with a screw, and to be (sarcastically) renamed "Rattler." In April 1843 she was launched, and although not of a suitable shape, the success of her trials assured the future of the screw in the Navy.

The sixth "ARDENT" was a 5-gun paddle sloop, launched at Chatham in 1841. She was of 801 tons, 200 horse-power, and carried a crew of 100 men. Her length, beam, and draught were 164 ft., 33 ft., and 8 ft.

In 1854 the "Ardent" was engaged in the operations off the coast of Crimea during the Russian war. On November 14th she suffered severe damage, but escaped being wrecked, in a furious hurricane which devastated the coast, and drove 34 vessels on shore.

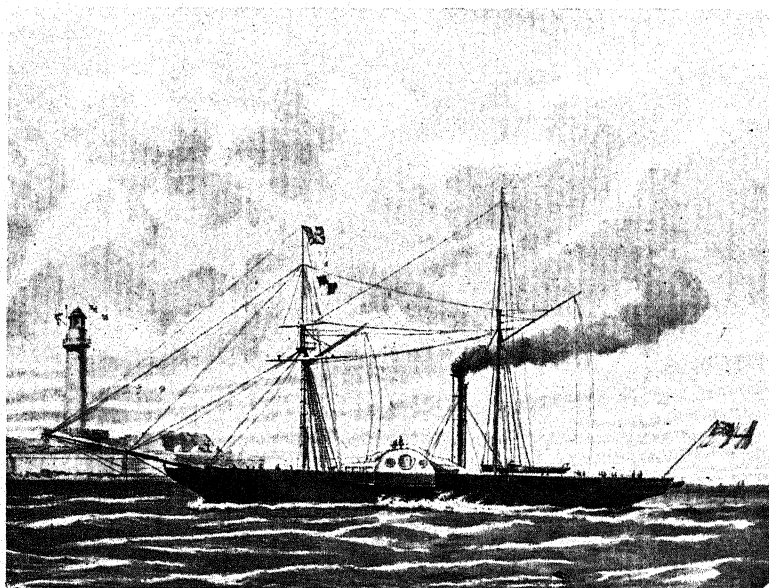
On May 22nd, 1855, the "Ardent" was one of a British fleet of 33 vessels co-operating with French, Turkish, and Sardinian forces under Rear-Admiral Sir Edmund Lyons, who flew his flag in "Royal Albert," which sailed from Kamiesh Bay. On May 24th they reached Kertch, and landed troops. The Russians blew up their fortifications, abandoned a hundred guns, and retired, after having destroyed three steamers, several other heavily armed vessels,



From a contemporary drawing.

Royal United Service Institution.

THE FIFTH "ARDENT."



Lithographed by T. G. Dutton.

THE SIXTH "ARDENT."

T. H. Parker, Brothers.

THE KING'S SHIPS

and large quantities of provisions, ammunition, and stores. These results were effected without loss to the Allies, who captured 12,000 tons of coal.

On May 25th the "Ardent" was one of a light squadron of 14 vessels which proceeded into the Sea of Azof under Captain Edmund Lyons, in the "Miranda." Four French steamers co-operated in the expedition. Having silenced Fort Arabat at Berdiansk this squadron in four days destroyed or captured four steamers of war, 246 merchant vessels, and corn, flour, and magazines to the value of £150,000.

On June 3rd, having been reinforced, this squadron using its boats, bombarded and burned the towns of Taganrog, Mariupol, and Gheisk, and other places with small numerical loss, but Captain Edmund Lyons died before the end of the month, as the result of a severe wound. The operations were continued with vigour under another senior officer,



*After W. Simpson.
Lithographed by Day & Son.*

THE CAPTURE OF KERTCH.

T. H. Parker, Brothers.

and before the end of July the "Ardent" had destroyed newly erected storehouses at Genitchesk.

In October landing parties from the "Ardent" and other vessels destroyed corn, forage, and fuel stores at Gheisk, Liman, and Glorifa; and in November further stores were destroyed before the Azof flotilla withdrew, having earned many promotions and eight Victoria Crosses.

In January 1858 the "Ardent," commanded by Commander John Halliday Cave, was one of five vessels which proceeded up the Scarcies River in Sierra Leone on a punitive expedition under Commodore Charles Wise, with his broad pennant in "Vesuvius." The town of Kambia and some four other villages were successfully shelled and rocketed, about 300 of the enemy being killed. The British lost only 2 killed and 8 wounded, and thanks to a liberal use of quinine there was no fever in the force.

In March 1859 a further expedition consisting of 52 boats proceeded up the Scarcies River and landed and drove away the Soosos with heavy loss. The British casualties were trivial, and there was happily no fever.

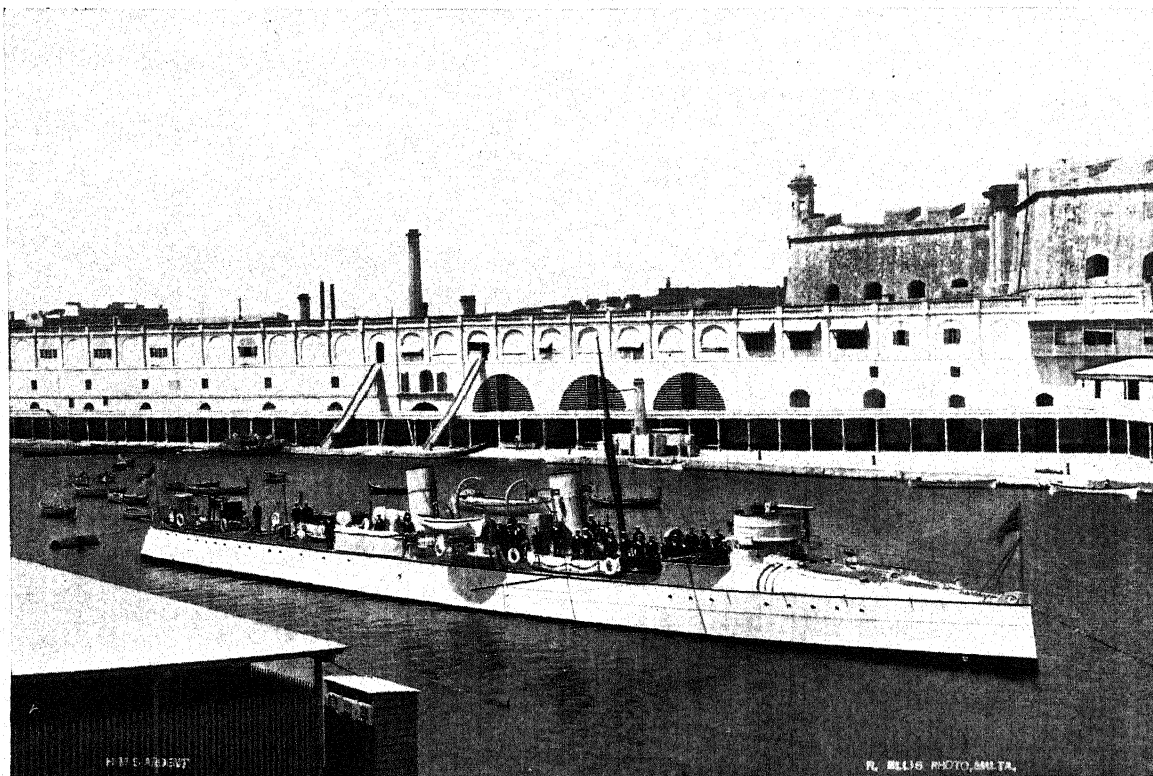
In 1864 the "Ardent" was broken up.

THE KING'S SHIPS

ARDENT

The seventh "ARDENT" was a twin-screw, 27-knot torpedo-boat destroyer, launched at Thornycroft's yard in 1894. She was of 290 tons and 4400 horsepower. Her length, beam, and draught were 210 ft., 19 ft., and 7 ft.

In 1911 this "Ardent" was sold for £1400.



THE SEVENTH "ARDENT."

From the photograph by Richard Ellis.

The eighth "ARDENT" is a turbine torpedo-boat destroyer, launched at Denny's yard, Dumbarton, in 1912. She is of about 950 tons and of 32 knots speed.

ARGONAUT

ARGONAUTA

The Wars of the French Revolution and Empire—Captured French "Espérance," 1795.



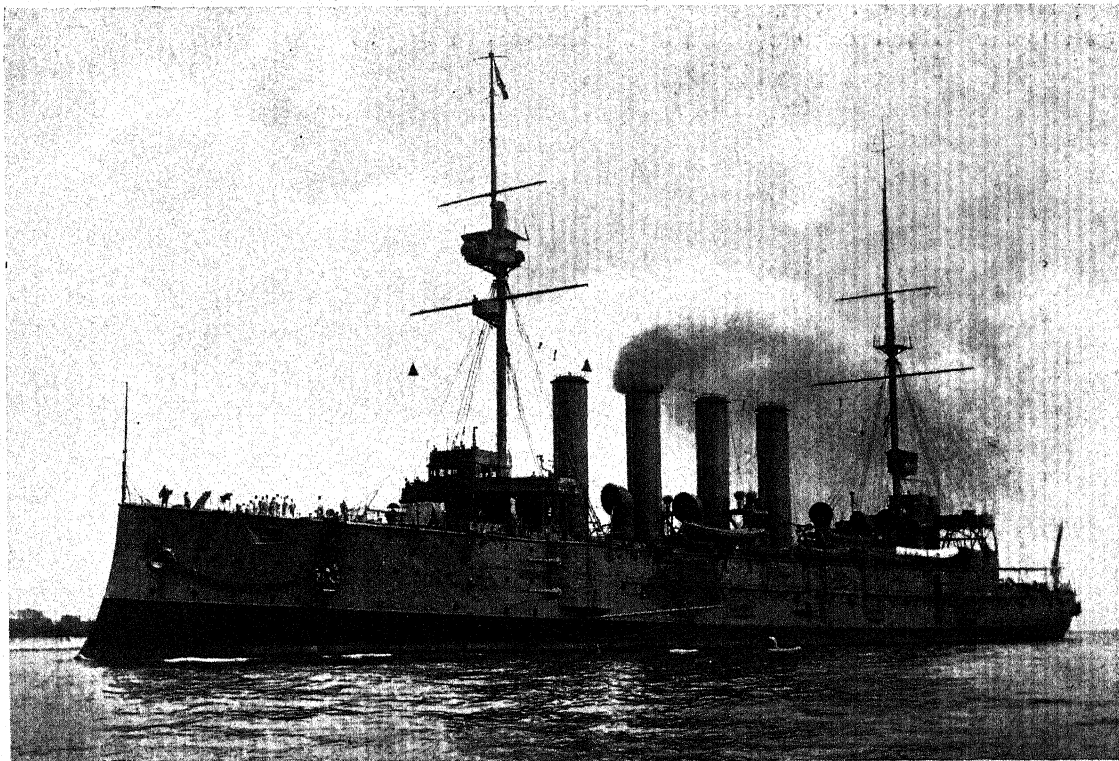
ARGONAUT.—The Argonauts of Greek legend were a band of heroes who sailed in the ship "Argo" from Iolcus in Thessaly, to Aea in Colchis on the farther shore of the Black Sea, to fetch the Golden Fleece, which was there guarded by a dragon in a grove sacred to Mars. This task had been imposed on Jason, that he might prove himself by a perilous adventure worthy of the throne of Iolcus, which he claimed from the usurper Pelias, at whose hands he and his father had suffered persecution. After many adventures the Argonauts reached Colchis, where Æetes was king. Æetes required of Jason that he should first yoke to a plough his bulls which snorted fire and had hoofs of brass, and with them plough the field of Mars. That deed having been accomplished, the field was to be sown with dragons' teeth, from which armed men were to spring. Successful so far by means of the potion which Medea had given him as a charm against sword and fire, Jason was next allowed to approach the dragon which watched the fleece. Medea soothed the dragon with another potion and Jason became master of the fleece. The return voyage was accompanied by many adventures, Jason and Medea celebrating their nuptials on the way. They were saved from a quicksand by nymphs, and from a storm by Apollo. Finally they reached Iolcus, and the "Argo" was placed in a grove sacred to Neptune, on the isthmus of Corinth.

The first "ARGONAUT" was a 64-gun ship, captured from the French as the "Jason" in 1782. She was of 1521 tons, and carried a crew of 470 men. Her length, beam, and draught were 163 ft., 45 ft., and 18 ft.

The "Jason" was one of the French fleet which escaped from Rodney at the battle of Dominica, but she was captured a week later by a small squadron under Sir Samuel Hood, while seeking safety in the Mona Passage.

On January 8th, 1795, the "Argonaut," assisted by the "Oiseau," captured off the Chesapeake the French 22-gun sloop "Espérance."

After many years' duty as a hospital ship at Chatham the "Argonaut" was sold in 1832.



THE FOURTH "ARGONAUT."

From the photograph by Ernest Hopkins.

THE KING'S SHIPS

ARGYLL

The second "ARGONAUT" was a Spanish 74-gun ship, captured at the Battle of Trafalgar in 1805.

She was reduced to a state of surrender by the "Achille," and was finally taken possession of by the "Belleisle."

Nine days later the "Argonaut" was scuttled, as it was discovered that she was too much damaged to be of further service.

The third "ARGONAUT" was a Spanish 12-gun vessel.

She was captured off the coast of Spain on April 12th, 1806, by the "Hydra," Captain George Mundy.

The fourth "ARGONAUT" is a 16-gun twin-screw cruiser, launched at Govan in 1898. She is of 11,000 tons, 18,000 horse-power, and 20.8 knots speed. Her length, beam, and draught are 435 ft., 69 ft., and 25 ft.

This vessel eventually became a training ship for stokers at Portsmouth.

ARGYLL

ARGYLE

The War of the Quadruple Alliance—The battle off Cape Passaro, 1718. The King-Emperor's visit to India, 1911-2.

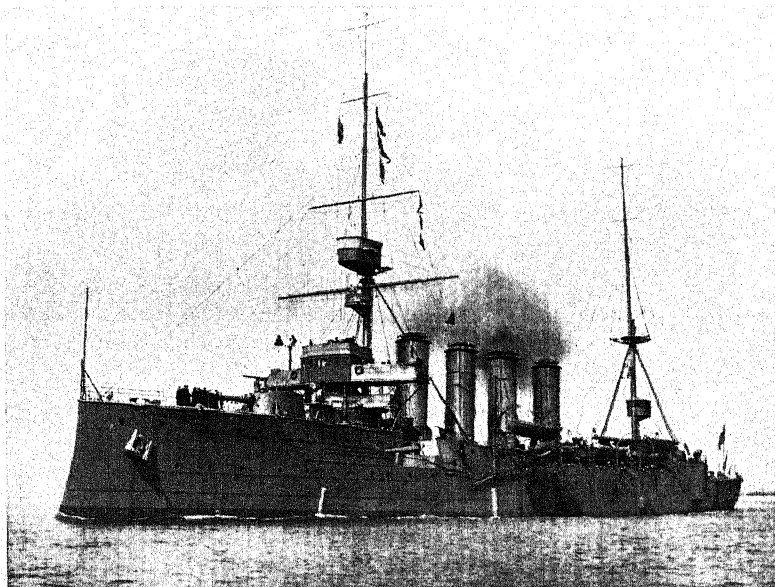


ARGYLE.—A maritime county on the West coast of Scotland with an area of 3255 square miles. Its shores consist of several long promontories and deep bays in which the herring fishery is prosecuted with success. There are no important manufactures. The great bulk of the inhabitants are engaged in the fisheries and in agricultural and pastoral pursuits. Large numbers of cattle are raised and forwarded to southern markets.

The family of Campbell are the Lords of Argyle.

One of the counties of New South Wales in Australia is called Argyle, the chief town of which is Goulbourn.

The first "ARGYLL" (Argyle) was a 50-gun ship, which had been built at Woolwich as the "Bonaventure" in 1699. She was of 784 tons, and her length, beam, and draught were 134 ft., 36 ft., and 15 ft. She did not take the name of "Argyle" until 1716.



From the photograph by Ernest Hopkins.
THE SECOND "ARGYLL."

On August 11th, 1718, the "Argyle" took part in the battle with the Spaniards off Cape Passaro, under the command of Captain Coningsby Norbury.

The English fleet consisted of 22 ships of the line and frigates, and 8 small craft, and was commanded by Admiral Sir George Byng, with his flag in "Barfleur."

The Spanish fleet consisted of 29 ships of the line and frigates, and 16 small craft, and were commanded by Vice-Admiral Don Antonio Castaneta, with his flag in "Real San Felipe."

The fleet of Spain was sighted by Admiral Byng off Messina on August 10th, and four big ships were despatched in chase. On the 11th the small Spanish vessels stood towards the

shore, and the "Argyle" and seven other ships were despatched in chase. The main body of the Spaniards straggled away in great confusion. The English pursued and came up and engaged them one by one. The Spaniards opened fire with their stern chasers at 11 A.M., and the action was general by 1 P.M. By nightfall the Spaniards were completely defeated. Thirteen of their ships were captured and seven were burnt. The remainder managed to escape. The "Argyle" received a broadside in the early part of the action, distinguished herself in capturing or burning several of the small vessels which she had been detached to



Painted by R. Paton.

THE BATTLE OFF PASSARO.

The Painted Hall, Greenwich.

chase, and lastly, flying the flag of Vice-Admiral Cornwall, took charge of the prizes and escorted them into Port Mahon, to await the King's pleasure.

In 1722 the "Argyle" was rebuilt at Woolwich, and in 1748 she was sunk at Harwich as a breakwater.

The second "ARGYLL" is a 10-gun twin-screw cruiser, launched at Greenock in 1904. She is of 10,850 tons, 21,190 horse-power, and 22.4 knots speed. Her length, beam, and draught are 450 ft., 68 ft., and 25 ft.

From November 1911 to February 1912, the "Argyll," commanded by Captain Michael Culme Seymour, had the honour of acting as one of the escort to H.M.S. "Medina." The "Medina," flying the Royal Standard, was conveying the King-Emperor, His Majesty King George the Fifth to India, where His Majesty's Coronation Durbar was held at Delhi on December 12th, 1911.

ARIADNE

The War of American Independence—

Captured American "Alfred"	1778
The capture and defence of St. Lucia	1778
The battle off Grenada	1779
Engaged with French privateers off Flamborough Head	1780

The Wars of the French Revolution and Empire—

Hotham's action off Hyères	1795
--------------------------------------	------

The Bays of Allassio and Laigueglia	1795
Popham's expedition to Ostend	1798
Action with French invasion flotilla off Gravelines	1805
Assisted to capture French "Trente et Quarante" and "Aglæ"	1808
The famous novelist	1828
Minor part in China	1840-42
Tour of H.R.H. the Prince of Wales	1860
Supervised the Venezuelan blockade	1902

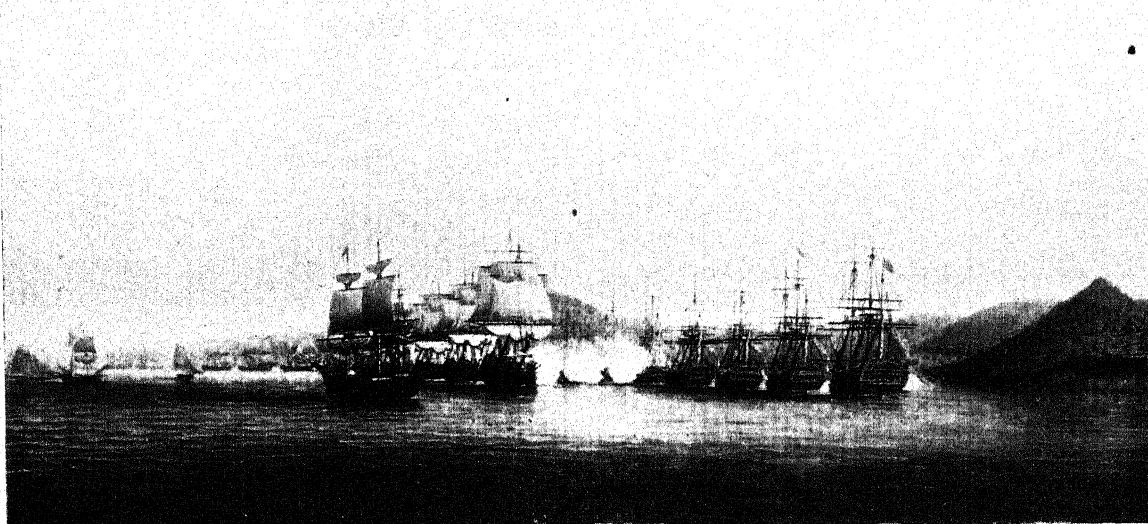


ARIADNE.—In Greek mythology, a personification of the return of spring, at which period took place Ariadne's marriage with Dionysos (Bacchus). But in the current legend her connection with Dionysos did not begin till he found her asleep in Naxos after she had been abandoned by Theseus, with whom, having assisted him, in defiance of her father the fierce Minos, to slay the Minotaur, she had escaped from Crete. She had given Theseus a clue by means of which, while she retained the other end, he could find his way through the labyrinth, in which he had to fight the Minotaur, a monster having a human body and a bull's head. In works of art her marriage with Dionysos and her abandonment by Theseus in Naxos were frequently the subject of representation. Examples of both still exist on the vases and in mural paintings. The scene where she holds the clue to Theseus occurs on a very early vase in the British Museum.

The Prince of Wales's feathers in this crest commemorates the voyage of H.R.H. the Prince of Wales in 1860.

The first "ARIADNE" was a 20-gun ship of 429 tons, launched at Chatham in 1776. Her length, beam, and draught were 108 ft., 30 ft., and 10 ft., and she carried a crew of 160 men.

On March 9th, 1778, the "Ariadne," commanded by Captain Thomas Pringle, in company with the "Ceres," sighted two strange sail. Giving chase they speedily came up with the sternmost, which struck after receiving a few broadsides. She proved to be the American 20-gun cruiser "Alfred" with a crew of 180 men. The other vessel managed to escape.



Painted by D. Serres, R.A.

BARRINGTON DEFENDS ST. LUCIA.

The Painted Hall, Greenwich.

In 1778, under the command of Captain Thomas Pringle with a crew of 160 men, the "Ariadne" was in the West Indies under the orders of Admiral The Hon. Samuel Barrington, who commanded the Leeward Islands station. On December 12th she sailed from Barbados for St. Lucia with 10 ships, convoying 60 transports and 5000 troops. On the 13th the troops

were landed, and attacked St. Lucia from Grand Cul de Sac Bay. The "Ariadne" was then sent out to look for the French fleet which were known to be in the vicinity. By the evening of the 14th the English had captured St. Lucia, and just as the last French flag was struck the "Ariadne" arrived with the news that the enemy were in sight. All that night the troops strengthened their position, and Admiral Barrington moored his ships across the mouth of the bay, with some 60 transports inside. Admiral d'Estaing then arrived with 12 ships of the line and 7000 troops. On December 15th the French ships twice attacked the English squadron, but both attempts failed. On the 18th Admiral d'Estaing landed troops and led in person their attacks on the English lines. They failed, and the French lost 41 officers and 800 men killed and wounded. On the 29th d'Estaing left the island, leaving the English in possession of St. Lucia.

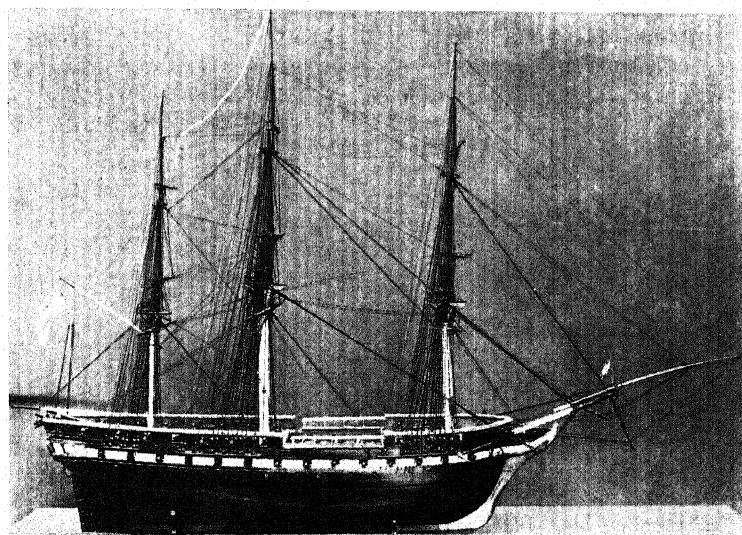
On July 6th, 1779, the "Ariadne," under the command of Captain Thomas Pringle, took part in the action against the French off Grenada. The French under Admiral d'Estaing consisted of 25 ships of the line and several frigates. The English under Vice-Admiral John Byron consisted of 21 ships of the line and one frigate. The French were anchored off Georgetown on the south-west of the island, and the English approached during the night. The French weighed at 4 A.M., and the English chased. The English attacked in utter disorder and confusion; four ships got separated from the main body and were very badly mauled. The French lost no ships, and eventually hauled off. The British lost 183 killed and 346 wounded. The French lost 190 killed and 759 wounded. The action reflected no credit on either side.

On April 30th, 1780, the "Ariadne," commanded by Captain Matthew Squire, in company with three other ships, was cruising off Flam-borough Head when three French privateers of from 20 to 24 guns were sighted. These were chased and attacked by the "Ariadne" and "Queen," while the other two English vessels held aloof and gave no assistance. After a sharp action the privateers with the help of their sweeps, managed to escape. The two defaulting captains were cashiered by sentence of court-martial.

In 1795 the "Ariadne," commanded by Captain Robert Plampin, was in a small squadron under Captain Horatio Nelson in the "Agamemnon," which on July 7th discovered the French fleet off Cape de Melle. They at once returned to Admiral Hotham with the information, after being chased. On July 9th Admiral Hotham sailed from San Fiorenzo, at the head of a combined fleet of 32 British and Neapolitan vessels. The French fleet consisted of 23 ships under Vice-Admiral Martin. On July 13th the French fleet were sighted off Hyères, and the British at once chased. The action began at 12.30 P.M. At 2 P.M. a French ship struck her colours, and at 3 P.M. Admiral Hotham stopped the action. The British lost 11 killed and 28 wounded, and had captured one ship. Admiral Hotham's decision to cease fighting was very severely criticised.

On August 26th, 1795, the "Ariadne" was one of a squadron of seven ships under Commodore Horatio Nelson, with his broad pennant in "Agamemnon." They were directed to co-operate with the Austrian and Sardinian armies in Genoese territory, and on this day they cut out from the bays of Alassio and Laigueglia, near Vado, two French gun-brigs, two 5-gun galleys, five vessels laden with stores, and destroyed two other vessels without losing a man.

In 1798 the "Ariadne," commanded by Captain James Bradley, was in a fleet of 25 small



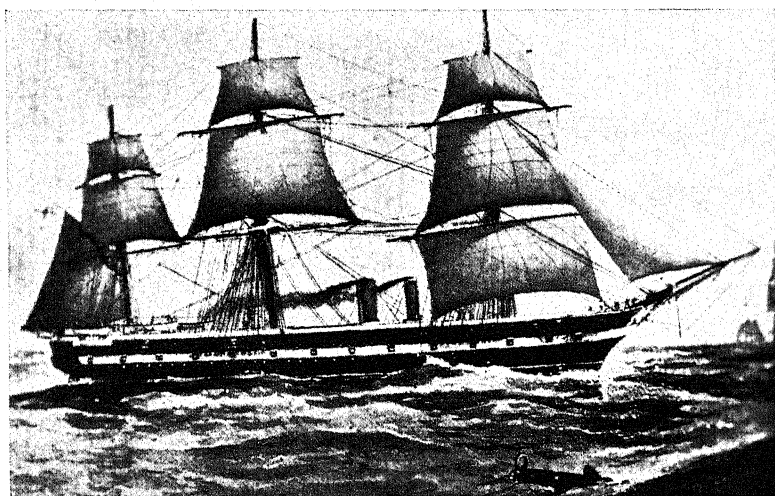
Science Museum, South Kensington.

MODEL BELIEVED TO BE OF THE THIRD "ARIADNE."

THE KING'S SHIPS

ARIADNE

vessels commanded by Captain Home Riggs Popham, in the "Expedition." They were destined for the destruction of the lock gates and sluices of the Bruges Canal at Ostend. This was to prevent troops being passed through which were intended for the invasion of



From a contemporary "Navy and Army Illustrated."
THE FIFTH "ARIADNE."

England. A body of troops commanded by General Sir Eyre Coote accompanied the ships, and was safely landed at Ostend on May 19th in most unfavourable weather. The ships then engaged the batteries, which replied with such vigour that very soon some of the ships had to haul off. The lock gates and sluices are said to have been destroyed by the troops, but the weather being too bad to re-embark, the troops were overpowered and forced to capitulate, with a loss of 65 killed and wounded.

On July 17th, 1805, the "Ariadne," commanded by Captain the Hon. Edward

King, lay off Gravelines, having 4 sloops and bombs, and about 6 gun-brigs in company. Observing a Franco-Batavian flotilla of 4 French prames and 32 Batavian gun-schooners, Captain King cut his cables and proceeded to attack them. They engaged at 9.15 P.M., and by 11 P.M. eleven of the enemy were disabled or driven on shore. The others managed to escape.

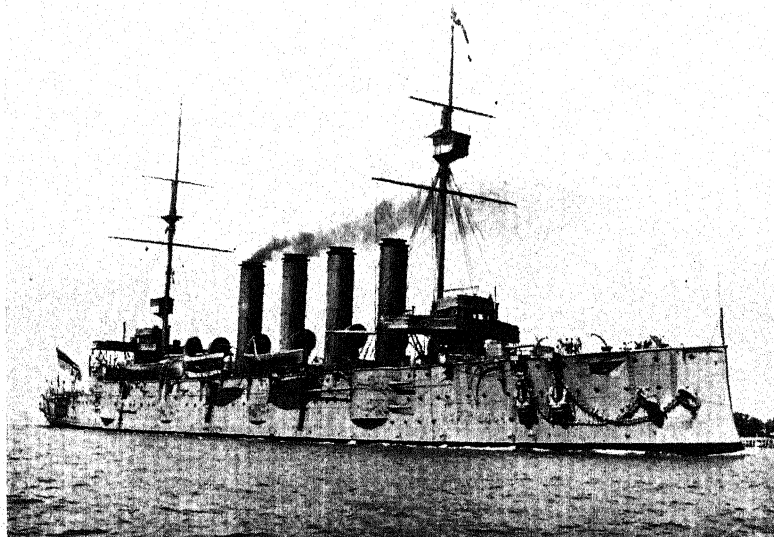
On January 7th and 8th, 1808, the "Ariadne," commanded by Captain Arthur Farquhar, assisted in capturing off Flamborough Head the two French privateers "Trente et Quarante" and "Aglaé."

In 1814 the "Ariadne" was sold.

The second "ARIADNE" was a 10-gun brig sloop bought at Falmouth in 1805. She was of 187 tons. Her name was first changed to "Dove" and then to "Flight," and as "Flight" she was subsequently lost.

The third "ARIADNE" was a 28-gun sloop, launched at Pembroke in 1816. She was of 511 tons and carried a crew of 135 men. Her length, beam, and draught were 122 ft., 31 ft., and 10 ft.

In 1826 Captain Isham Fleming, of the "Ariadne," was tried by court-martial at Portsmouth for having purchased a female negro slave at Zanzibar and taken her to sea. The woman mysteriously disappeared off the African coast. Captain Fleming was dismissed the Service, but was subsequently restored to his rank.



From the photograph by Ernest Hopkins.
THE SIXTH "ARIADNE."

The model of the third "Ariadne" is interesting, as it is said that its construction and rigging were supervised by Captain Marryat, the novelist, who commanded the "Ariadne" from 1828 to 1830. But it must be remembered that the correct identification of models is notoriously difficult.

After some years' service as a coal hulk at Alexandria the "Ariadne" was sold in 1841.

The fourth "ARIADNE" was a 3-gun steam sloop of 432 tons, built at Bombay in 1840 for the Bombay Marine.

This vessel co-operated with the Navy in the China War of 1840-42, but she played only a minor though useful part.

The fifth "ARIADNE" was a 26-gun screw frigate, launched at Deptford in 1859. She was of 4538 tons, 3350 horse-power, 13 knots speed, and carried a crew of 250 men. Her length, beam, and draught were 280 ft., 51 ft., and 16 ft.

In 1860 the "Ariadne," commanded by Captain Edward Vansittart, formed one of the escort to H.M.S. "Hero," which vessel conveyed His Royal Highness the Prince of Wales, afterwards His Majesty King Edward the Seventh, on his memorable visit to Canada and the United States of America.

At a subsequent date this vessel's name was changed to "Actæon," and she became the Torpedo School Ship at Sheerness.

The sixth "ARIADNE" is a 16-gun twin-screw cruiser, launched at Clydebank in 1898. She is of 11,000 tons, 18,000 horse-power, and 21 knots speed. Her length, beam, and draught are 435 ft., 69 ft., and 25 ft.

In 1902 the "Ariadne," commanded by Captain Montagu E. Browning, and flying the flag of Vice-Admiral Sir A. L. Douglas, controlled the arrangements of the blockade of the Venezuelan coast. Although the "Ariadne" cruised round the blockaded area, she remained mostly at Trinidad, the active work of the blockade being entrusted to Commodore R. A. J. Montgomerie, with his broad pennant in "Charybdis."

ARROGANT

ARROGANTE

The War of American Independence—			
The battle of Dominica	1782	Passage of Teverminne Channel	1854
The Wars of the French Revolution and Empire—		The bombardment and reduction of Bomarsund	1854
The capture of Simonstown	1795	The blockade of the coast of Courland	1855
The capture of Cape Colony	1795	Affairs in Gulfs of Finland and Lovisa, and at Frederikshamm	1855
Engagement with French off Sumatra	1796	Captured Island of Kotka	1855
Assisted to capture a French brig	1799	The bombardment of Sveaborg	1855
Captured French "Laurette"	1801	Affair in Bay of Virta Nemi	1855
The Russian War—		Punitive exhibition in River Niger	1861
The Baltic expedition	1854	Punitive expedition in River Gambia	1862

ARROGANT.—Unduly assuming, overbearing, manifesting an undue claim to self-importance.

The first "ARROGANT" was a 60-gun prize captured from the French, under the following circumstances:

On March 10th, 1705, in company with four other French men-of-war, the "Arrogant" came out from Gibraltar Bay, and met the English fleet under Sir John Leake on its way from Lisbon to Gibraltar. The "Arrogant" made for the Barbary shore hoping to escape. Sir John Leake detached a few ships in pursuit and the "Arrogant," finding she was being gained upon, stood over to the Spanish coast. By 9 A.M. Rear-Admiral Sir Thomas Dilkes in the "Revenge," with the "Newcastle," "Antelope," and a Dutch man-of-war, got within gunshot. An action followed, and after a slight resistance for the honour of the flag the "Arrogant" struck her colours and was taken.

She was added to the Navy forthwith, and was first commissioned on March 14th, 1706, by Captain Sampson Bourne.

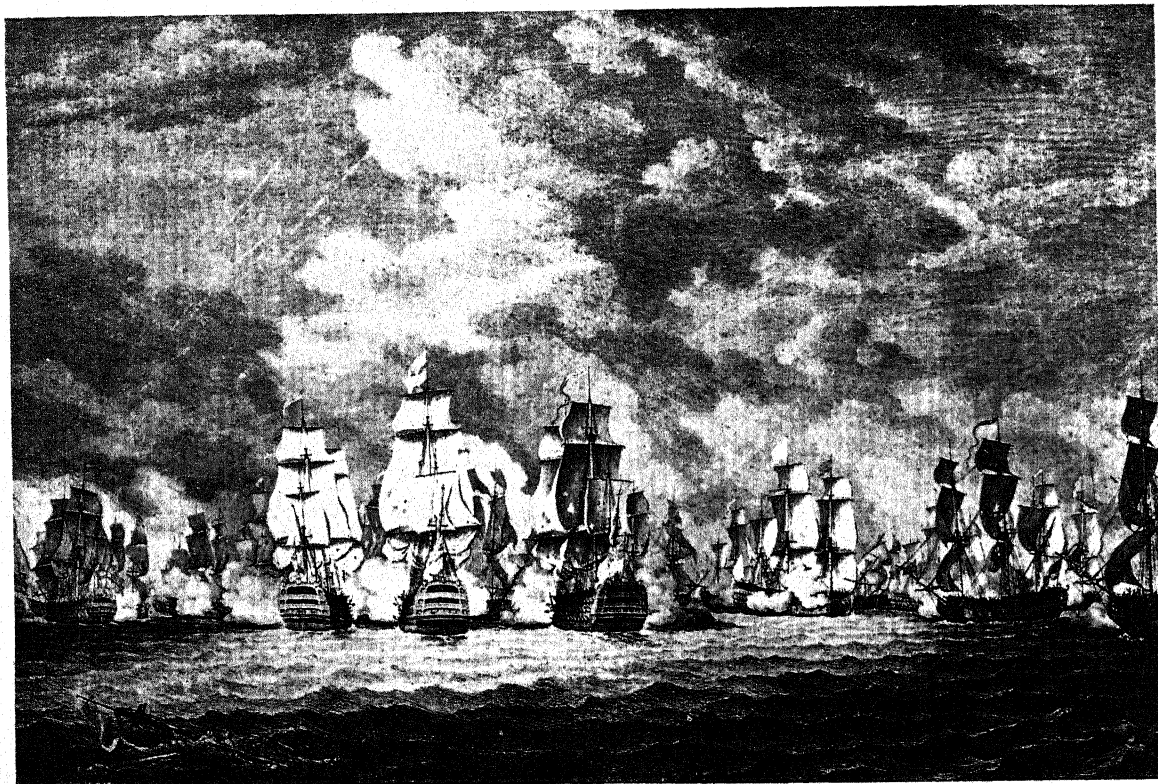
THE KING'S SHIPS

ARROGANT

On January 5th, 1709, while commanded by Captain John Nichols, she foundered on her way to Port Mahon laden with naval stores, and was lost with all hands.

The second "ARROGANT" was a 74-gun ship, launched at Harwich in 1761. She was of 1644 tons and carried a crew of 600 men. Her length, beam, and draught were 168 ft., 47 ft., and 13 ft.

In 1782 the "Arrogant," under the command of Captain Samuel Cornish, was one of a fleet of 36 ships of the line under Admiral Sir George Rodney, who flew his flag in "Formidable." They met in the West Indies between Dominica and Guadeloupe a French squadron of thirty ships of the line, commanded by Vice-Admiral Comte de Grasse with his flag in the "Ville de Paris." The fleets first met on April 9th, 1782, and De Grasse at once detached his convoy into Guadeloupe. The English received some injuries and lay to that night for



After R. Paton. Engraved by J. Fittler.

THE BATTLE OF DOMINICA.

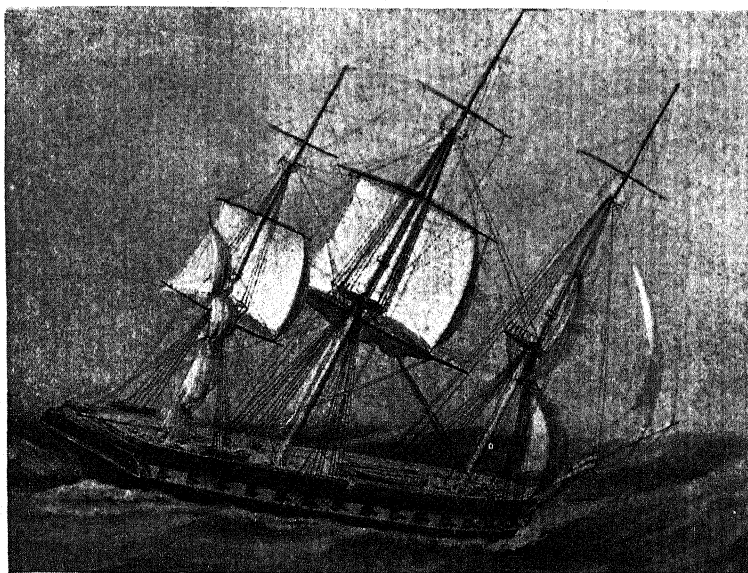
British Museum.

repairs. The French fled and the English pursued during the three following days. The fleets met again on April 12th, and the French fired the first shot at 8 A.M. By 9 A.M. the action was general, and the English fleet broke the French line in three places. The action was brought to a conclusion at 6 P.M. upon the surrender of the French flagship. Rear-Admiral Sir Samuel Hood said that twenty French ships would have been captured, had the commander-in-chief chased. The British lost 243 killed and 816 wounded, and 2 captains out of 36 were killed. The French loss in killed and wounded has never been stated, but must have been considerably higher than that of the English; of captains alone 6 were killed out of 30. The English lost no ships. The French lost five captured, and three crippled ships were despatched to seek safety in friendly harbours. On the 17th Rear-Admiral Sir Samuel Hood was sent in pursuit of the enemy. He captured four French ships, two of which were crippled and seeking safety. The "Arrogant" lost 4 killed and 11 wounded. Sir George Rodney was created a Peer for this victory, with £2000 a year settled on the title in perpetuity.

In 1795 the "Arrogant," commanded by Captain Richard Lucas, was one of a squadron of seven ships under the command of Vice-Admiral Sir George Elphinstone, with his flag in "Monarch." They left England and arrived at Simon's Bay in July. The Dutch Governor

having refused to surrender, 350 marines landed and seized the place. The Dutch retired to Muizenburg. The troops on shore were then reinforced by 1000 seamen, and the Dutch driven to Cape Town. More reinforcements arrived from England, and a general advance on Cape Town began. The Dutch Governor then requested a cessation of hostilities, and on September 16th Cape Town and colony, 1000 regular troops, and two ships surrendered to the British forces.

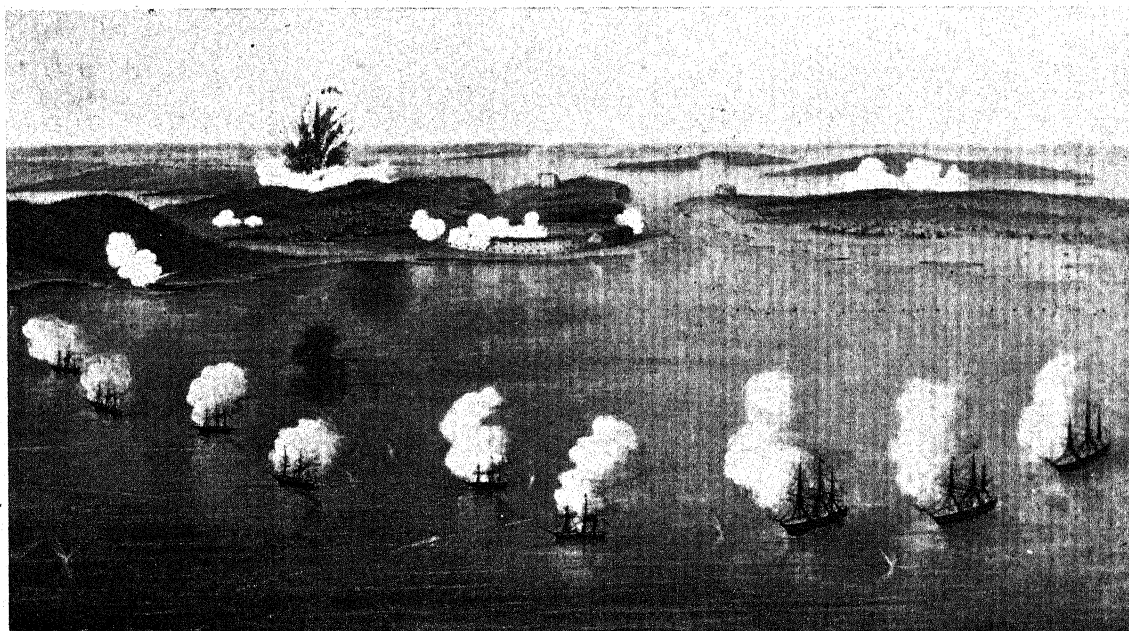
On September 9th, 1796, the "Arrogant," commanded by Captain Richard Lucas, in company with the "Victorious," while off the coast of Sumatra, attacked a French squadron of six ships commanded by Rear-Admiral Sercey. After having almost crippled the "Vertu," the "Arrogant" fell out, much damaged in her rigging, but the "Victorious" continued the engagement until the French hauled off. The French opposed a broadside of 1700 pounds to a British 1676 pounds. The French lost 146, and the British 108 killed and wounded.



*After Lieut. E. P. Coles, R.N.
Lithographed by T. G. Dutton.*

T. H. Parker, Brothers.

THE EIGHTH "ARROGANT."



After E. T. Dolby. Lithographed by J. Brandard.

T. H. Parker, Brothers.

THE BOMBARDMENT OF BOMARSUND.

In May 1799 the "Arrogant," in company with the "Orpheus," while in the East Indies, captured a French 6-gun brig.

In April 1801 the "Arrogant," commanded by Captain Edward Oliver Osborne, while in the East Indies, captured the French 26-gun frigate "Laurette."

THE KING'S SHIPS

ARROGANT

In 1810 the "Arrogant" was broken up at Bombay, her place being taken by a country-built ship.

The third "ARROGANT" was a 6-gun vessel ("Arrogante") captured from the French on April 19th, 1798, by the "Jason" while cruising off Brest.

The fourth "ARROGANT" was a 2-gun vessel ("Arrogante") captured from the Spaniards off Montevideo by the "Diadem" on July 30th, 1806.

The fifth "ARROGANT" was the "Ardesier" prize, purchased in 1809. After doing service as a hulk at Trincomalee she was sold in 1842.

The sixth "ARROGANT" was a 2-gun vessel ("Arrogante") captured from the



After O. W. Brierly, R.A. Lithographed by R. Carrick.

Rear-Admiral A. H. Battiscombe.

EIGHTH "ARROGANT" AT EKENAES.

French off Cape Otranto by the boats of the "Bacchante" and "Weazel" on January 6th, 1813.

The seventh "ARROGANT" was an armed Portuguese brigantine captured in the West Indies on November 23rd, 1837, by the "Snake." She was carrying 406 negro slaves at the time.

The eighth "ARROGANT" was a 46-gun screw frigate launched at Portsmouth in 1848. She was of 1872 tons, and with 360 horse-power developed a speed of 9 knots. Her length, beam, and draught were 200 ft., 46 ft., and 15 ft. She carried a crew of 450 men.

On March 11th, 1854, the "Arrogant," commanded by Captain Hastings Reginald Yelverton, was one of a steam fleet of 15 vessels which sailed for the Baltic under Vice-Admiral Sir Charles Napier, with his flag in "Duke of Wellington," directly war with Russia was imminent.

On May 19th the "Arrogant," with the "Hecla" in company, forced a passage of Tever-

minne Channel and dismounted three guns in spite of the fact that the "Arrogant" grounded for a few hours. They then proceeded to Ekenaes and cut out a large merchantman with a valuable cargo. In this affair the ships lost 2 killed and 9 wounded, to which the "Arrogant" contributed 2 killed and 4 wounded.

Early in August preparations were made for an attack on Bomarsund. On August 6th the fortress was reconnoitred, and two days later a French army, reinforced by 2000 French marines, was landed, while two small ships destroyed an inconvenient seven-gun battery. On the 10th seven naval guns were landed, dragged four and a half miles over execrable ground, and took up a pre-arranged position on the flank of the town. On the following day more guns were landed from the fleet, and on the 16th a combined attack by the Anglo-French forces was begun, the "Arrogant" and six other ships assisting with 10-inch guns. No great damage was done to the fortress, but General Bodisco, perceiving that his position was desperate, capitulated after a few hours. Two thousand two hundred and fifty-five prisoners were taken, and Bomarsund was reduced and destroyed after Sweden had refused to accept it.

The British forces soon afterwards withdrew from the Baltic.

On March 28th, 1855, the "Arrogant," commanded by Captain Hastings R. Yelverton, sailed from the Downs in a fleet of 88 steam-vessels of various kinds, commanded by Rear-Admiral the Hon. R. S. Dundas, with his flag in "Duke of Wellington." They made for the Baltic to take part in the campaign against the Russians and at once established a blockade of the coast of Courland.

On June 20th the "Arrogant," assisted by two other ships, destroyed Fort Rotchensalm in the Gulf of Finland.

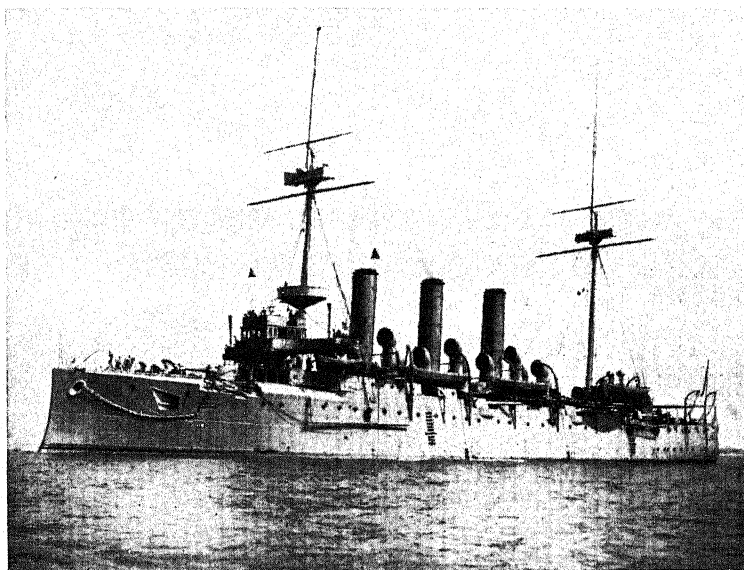
On July 4th the "Arrogant," assisted by two other ships, reduced and destroyed Fort Swartholm in the Gulf of Lovisa. The Russians evacuated the place directly they had intelligence of the British approach.

The boats of the "Arrogant" performed several useful services in the Gulf of Lovisa. They dispersed a body of Cossacks by rocket fire, and then burned the government stores and barracks at both Lovisa and the River Portsoiki. They engaged a strong masked battery in the Sound for an hour, and during this time an explosion took place in the "Arrogant's" second cutter, killing the midshipman in charge of her, half swamping the boat, and causing her to drift under the battery. All would have been lost had not George Ingoueville, one of her crew, though wounded, jumped overboard with the painter in his hand and towed her off. A boat from the "Ruby," under Lieutenant Dowell, R.M.A., then went to the boat's rescue, which was effected with a loss of 2 killed and 10 wounded. Both Dowell and Ingoueville received the Victoria Cross.

On July 21st the "Arrogant," assisted by other vessels, attacked and silenced the Russian batteries at Frederikshamm after an hour and a half's brisk engagement, with a loss of only 3 men wounded. Lack of troops prevented a landing and subsequent capture.

On July 26th the "Arrogant," assisted by other vessels, attacked and captured the Russian island of Kotka and destroyed barracks, stores, magazines, workshops, and supplies before leaving a small British force to garrison the place.

On August 9th the "Arrogant" was one of a British force of 54 vessels, mostly composed of bombs, which warped into position for the bombardment of Sveaborg, and soon after 7 A.M. began firing. A number of French bomb-vessels co-operated in the attack, which lasted until



From the photograph by Ernest Hopkins.

THE NINTH "ARROGANT."

THE KING'S SHIPS

ARUN

the morning of the 11th. Only one man on the British side lost his life, but a spy stated that the Russians had lost 2000 killed, 23 vessels burned, and that the dockyard, government stores, and powder magazines were blown up and completely destroyed.

On September 12th the "Arrogant," assisted by the "Nile," participated in the destruction of some transports under fire in the Bay of Virta Nemi.

In 1861 the "Arrogant," flying the broad pennant of Commodore William Edmonstone, took part in some operations in the River Niger against the King of Porto Novo.

On April 26th the boats from the "Arrogant" and other ships proceeded up the river and attacked Porto Novo with shell and rockets. The town was burned and 500 of the enemy fell. The British lost 1 killed and 5 wounded, and the king conceded all the British demands.

In February 1862 the "Arrogant's" men formed part of a naval brigade which proceeded to attack the King of Badibu on the Gambu River. On February 21st they bombarded the strongly stockaded and well-garrisoned town of Saba. Led by Commodore Edmonstone, they assaulted the town and carried it with a heavy loss to the natives and a British loss of only 6 killed and 15 wounded.

In 1867 the "Arrogant" was sold for £6360.

The ninth "ARROGANT" is a 10-gun twin-screw cruiser, launched at Devonport in 1896. She is of 5750 tons and 10,000 horse-power. Her length, beam, and draught are 355 ft., 56 ft., and 21 ft.

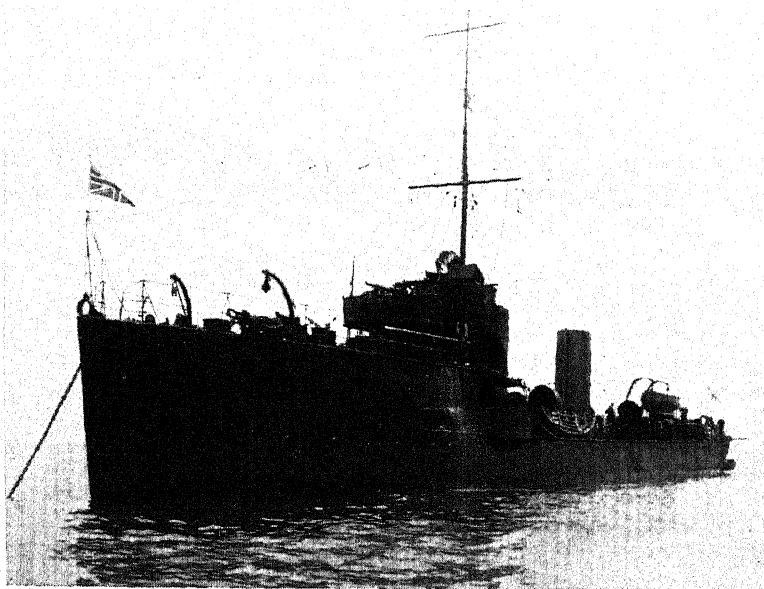
For some years this vessel has acted as a depot ship for submarine boats.

ARUN

ARUN.—A small river in Sussex. It rises in the north-west border of the county, flows past Horsham and Arundel, and enters the English Channel at Littlehampton.

The "ARUN" is a twin-screw torpedo-boat destroyer, launched at Birkenhead in 1903. She is of 550 tons, 7000 horse-power, and 27 knots speed. Her length, beam, and draught are 225 ft., 23 ft., and 10 ft.

On August 13th, 1904, the "Arun," while commanded by Commander Reginald Y. Tyrwhitt, collided with the torpedo-boat destroyer "Decoy" off the Scilly Islands. The "Decoy" sank and was never recovered, but no lives were lost.

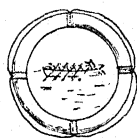


From the photograph by Ernest Hopkins.

THE "ARUN."
122

ASSISTANCE

The first Dutch War—		
The battle off Portland	1653	Captured some French trade 1695
The battle off the North Foreland	1653	Action with French privateers 1696
Monck's actions off Dutch coast	1653	Captured two French vessels 1696-97
The second Dutch War—		
The blockade of the Zuyder Zee	1665	The War of the Spanish Succession—
The battle off Lowestoft	1665	Action with French off Cork 1709
The third Dutch War—		
Captured Island of St. Helena	1673	The War of Jenkins's Ear and of Austrian Succession—
Captured Dutch "Europe"	1673	The attack on La Guayra 1743
A careless merchantman	1675	The attack on Puerto Cabello 1743
Punishment of thieves and leavebreakers	1675	British intervention at Annamaboe 1751
Chastisement of Barbary pirates	1675-76	The Seven Years' War—
Engagement with Algerine corsairs	1688	Engagement with French "Palmier" 1758
The War of the English Succession—		
The capture of the Island of St. Christopher	1690	The Wars of the French Revolution and Empire—
The capture of the Island of Mariegalante	1691	The blockade of Dunkirk 1802
The attack on Guadeloupe	1691	Austin's Arctic exploration 1850
		Belcher's Arctic exploration 1852
		The second China War—
		The attack on the Peiho Forts 1859



ASSISTANCE.—Help, aid or support.

The first "Assistance" was a 48-gun ship of 690 tons, launched in 1650. She carried a crew of 180 men, and her length, beam, and draught were 102 ft., 31 ft., and 15 ft.

In 1653 the "Assistance," flying the flag of Rear-Admiral John Bourne, took part in the fighting against the Dutch, known as the battle off Portland. The Dutch fleet, which was escorting a convoy of 200 sail to Holland, was commanded by Admiral Tromp, and consisted of about 85 sail. The English, under General Robert Blake, with his flag in "Triumph," were of about equal strength, though accounts differ very much as to their number, and it is only quite recently that the Navy Records Society has issued a list of the ships supposed to have been engaged. The first action took place on February 18th, when Tromp fell upon an inferior number of ships under Blake, a large number of English ships being too far to leeward to engage. The "Assistance" was captured by the Dutch, but was afterwards re-taken by the English, and she was so shattered that after distributing some of her crew among the other ships she proceeded to Portsmouth for repairs. Admiral Bourne was severely wounded in the head. This action was followed by a three days' running fight up Channel, but disorder crept in as the Dutch convoy lost faith in their escort, and many Dutch men-of-war took to flight after their ammunition was expended. The Dutch disappeared during the night of the 20th-21st and the English victory was assured. Accounts of the losses differ considerably, but it appears that the Dutch lost about 20 ships, 2000 killed, many wounded, 1500 prisoners, and about 40 of their merchant convoy. The English lost some 300 killed, 800 wounded, and were compelled to abandon and sink one ship. Two English ships, in addition to the "Assistance," were captured by the Dutch, and subsequently retaken. General Robert Blake was seriously wounded, and his flag-captain and secretary were both killed. Several of the best English ships were absent from this fight owing to injuries received at the battle of Kentish Knock, or doubtless this affair would have been more decisive.

In 1653 the "Assistance," commanded by Captain William Crispin, took part in the battle with the Dutch off the North Foreland. The "Assistance" was in the White squadron under Admiral William Penn in the fleet commanded by General Robert Blake, who flew his flag in "Resolution." The action began at noon on June 2nd. The Dutch had 98 men-of-war and 6 fireships. The English had 100 men-of-war and 5 fireships. By 3 p.m. one Dutch ship

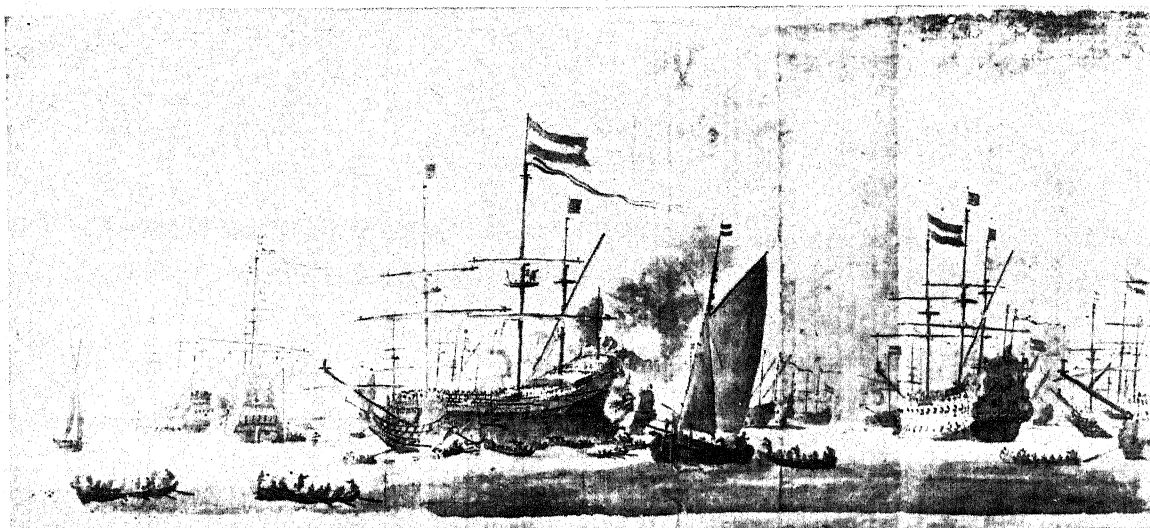
THE KING'S SHIPS

ASSISTANCE

was sunk, and at 6 P.M. another one blew up. By June 3rd the Dutch were badly beaten. Eleven prizes were brought in. Six Dutch men-of-war were sunk, two were blown up, and 1350 prisoners were taken. The English lost no ships. The "Assistance" subsequently took part in the blockade of the Dutch ports, the action off Katwijk, and the battle off Scheveningen (where Admiral Tromp was killed), under command of Admiral Monck, Blake having been left in England seriously ill. The Dutch fleet was defeated, scattered, and pursued, and after some stiff fighting the English ships returned home.

On November 15th, 1653, the "Assistance" put to sea from Plymouth to fight some isolated Dutch ships reported to be in the Channel, but there is no record of her having been successful.

In 1665 the "Assistance" was one of a big fleet under the command of the Duke of York, Lord High Admiral. The fleet consisted of 109 men-of-war and frigates, armed merchantmen, and 28 fireships and ketches. They mounted in all 4192 guns and had 21,000 sailors, marines, and soldiers. The fleet sailed on April 21st for the Texel, blockaded the Zuyder Zee, captured a number of merchantmen, and then returned to the Thames. The Dutch mobilised



Drawn by Van de Velde, senior.

EVENING BEFORE BATTLE OFF PORTLAND (DUTCH FLEET).

British Museum.

103 men-of-war, 7 armed yachts, 11 fireships, and 12 galliots, carrying in all 4869 guns and 21,566 officers and men. The two fleets met off Lowestoft, and the action began at 3 A.M. on June 3rd. The Dutch flagship hotly engaged the English flagship, and was on the point of compelling the "Royal Charles" to give in when the Dutch flagship blew up, and only 5 men out of 409 were saved. After a fierce fight the Dutch were in full flight at 7 P.M. Fourteen Dutch ships were captured and brought into port, four were abandoned as unseaworthy after capture, and fourteen were destroyed. The Dutch lost 4000 killed, and 2000 were taken prisoners. The English lost one ship taken, 250 killed, including two flag-officers, 340 wounded, and 200 were taken prisoners by the Dutch. After the enemy were brought to confusion the Duke of York failed to chase them—his wife had told his servants to do all they could to prevent him doing too much—and his conduct was much criticised. The Lord of Obdam, who was the Dutch Commander-in-Chief, perished with his flagship.

In May 1673 the "Assistance" was commanded by Captain Richard Munden. She set out with three other men-of-war and a fireship, to convoy the East Indian fleet outward bound. On touching at St. Helena for water, it was found that the Dutch had captured and taken possession of the place. The "Assistance" landed her men, and without much difficulty or loss recaptured the island, which ever since has been a British possession. The new Dutch Governor arriving a few days later in the "Europe," the "Assistance" captured her, and subsequently two Dutch prizes richly laden, which were deceived by the hoisting of the Dutch flag. The "Assistance" then returned to England with her prizes and a home-going convoy. She arrived at Portsmouth on August 20th, and Captain Richard Munden was knighted for his services.

OUR NAVAL SEAMEN

IN TUDOR TIMES

Circa A.D. 1525

SIGHTING A GALLEON



In 1675 the "Assistance" was in the squadron commanded by Admiral Sir John Narborough which convoyed a number of merchantmen to the Mediterranean and afterwards proceeded to chastise the Barbary pirates. Life in the Navy at this period is well illustrated by extracts from the probably unreliable diary of the Rev. Henry Teonge, chaplain in the "Assistance." His pay was one groat deducted from the monthly wage of every seaman. He was welcomed with bottles of claret, and drank three bowls of punch on the night of joining the ship. The "Assistance" left Long Reach on June 2nd and reached the Nore next day. She was a pandemonium of drunkenness and immorality. Punch and brandy were drunk freely, and there were many women on board. Teonge also states that the song "Loath to depart" was sung as the men parted from their wives and sweethearts. Commander C. N. Robinson, R.N., refers to this incident in his *The British Tar*. He thinks that perhaps it is



Engraved by G. A. Wolfgang.

THE BATTLE OFF LOWESTOFT.

British Museum.

not unlikely that the song referred to is one of which there is a version in Halliwell's *Early Naval Ballads*.

He : Smile on me, be not offended,
 Pardon grant for my amiss,
 Let thy favour so befriend me,
 As to seal it with a kiss.
 To me, I swear,
 Thou art my Dear,
 That for thy sake I'll fancy none ;
 Then do not frown,
 But sit thee down,
 Sweet, kiss and bid me welcome home.

She : Seeing thou art home returned,
 Thou shalt not go againe in haste,
 But lovingly come sit down by me,
 Let my arms imbrace thy waist :
 Farewell annoy,
 Welcome, my Joy,
 Now lullaby shall be the Song,
 For now my Heart
 Sings " loath to depart,"
 Then kiss, I bid thee welcome home.

His Reverence was deficient in kit ; he found a ragged towel on the quarter-deck and at once secured it. Providence, he considered, had put it in his hands. At the mouth of the Thames the " Assistance " met a merchantman, who did not lower her topsails as a salute to the man-of-war (*i.e.* take off her hat). A shot was fired at the trader and she hove to. The gunner went on board and exacted a fine of 6s. 6d., abating 2d. because she hove to at the first shot. While convoying merchantmen, the captain dined on board one of the ships and was saluted with five guns on his departure.

Two seamen stole a piece of beef and were punished as follows : They were tied to the mainmast with their hands behind their backs. A piece of beef was slung round their necks, and for two hours the ship's company passed and repassed, rubbing the meat in their faces. A leave-breaker was to be punished by being triced up to the yard-arm and then dropped into the sea three times. He was then spared, because his wife, being a light-skirts, gave him a

THE KING'S SHIPS

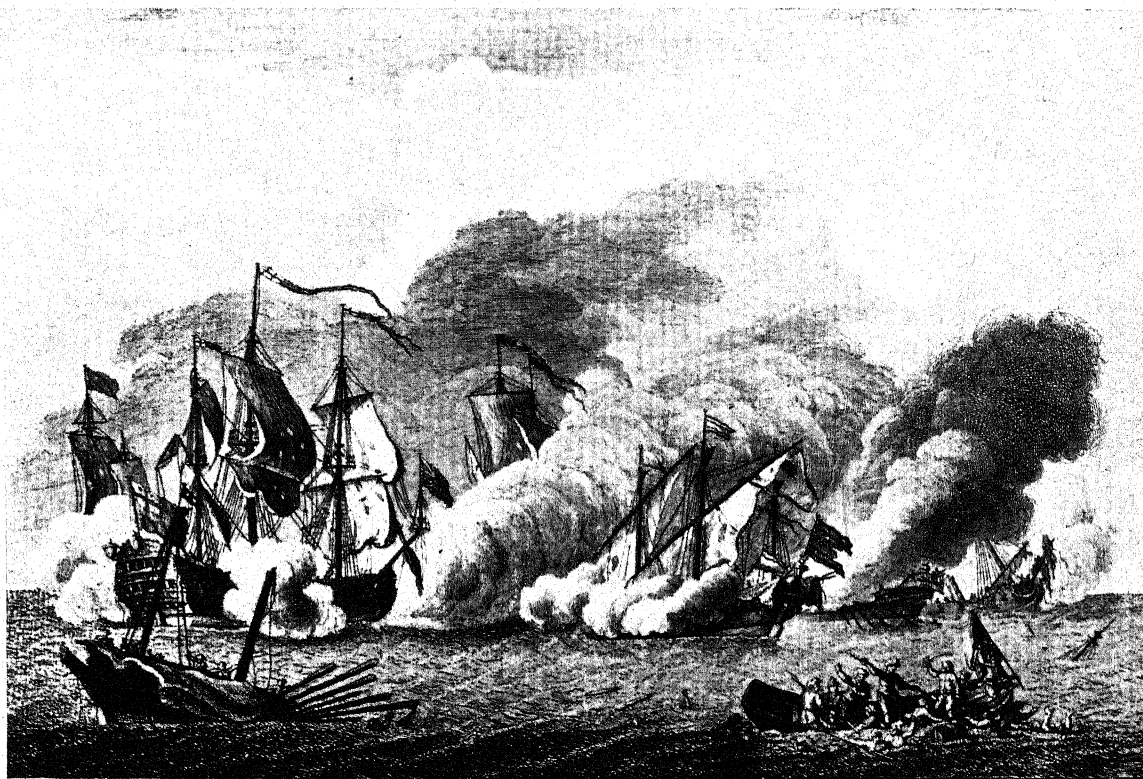
ASSISTANCE

deal of bother at home, and was punishment enough in herself. On Xmas day the ship's trumpeters awakened the captain and each officer with a fanfare at 4 A.M., and the captain entertained all officers to dinner.

In 1680 the "Assistance" was rebuilt.

In 1688 the "Assistance" was at Jamaica with a crew of 230 men, but at the end of the same year she had returned to the Mediterranean, and in an engagement with the Algerine corsairs her captain, John Hubbard, lost his life.

On March 8th, 1690, the "Assistance" sailed from Plymouth, under the command of Captain Richard Kegwin, in a squadron under Commodore Laurence Wright (broad pennant in "Mary"). They proceeded to the West Indies with a large convoy, and had orders to annoy the French. The "Assistance" reached Barbados on May 11th after a tempestuous passage. On June 21st her men landed to attack St. Christopher, and Captain Kegwin was



After P. Monamy. Engraved by Fourdrinier.

ENGLISH AND ALGERINE PIRATES.

British Museum.

killed while leading them. The enemy set fire to the place and fled to the hills, and the island was completely reduced by July 16th.

On March 28th, 1691, the "Assistance," under Commodore Wright, assisted to capture Mariegalante, a French island near Guadeloupe. Guadeloupe was subsequently attacked, but the efforts were abandoned, and Commodore Wright was much blamed, and was not again employed afloat.

In 1695 the "Assistance," commanded by Captain Thomas Robinson, was, with the "St. Paul" fireship, convoying the trade to the Elbe, and four valuable French merchantmen were captured.

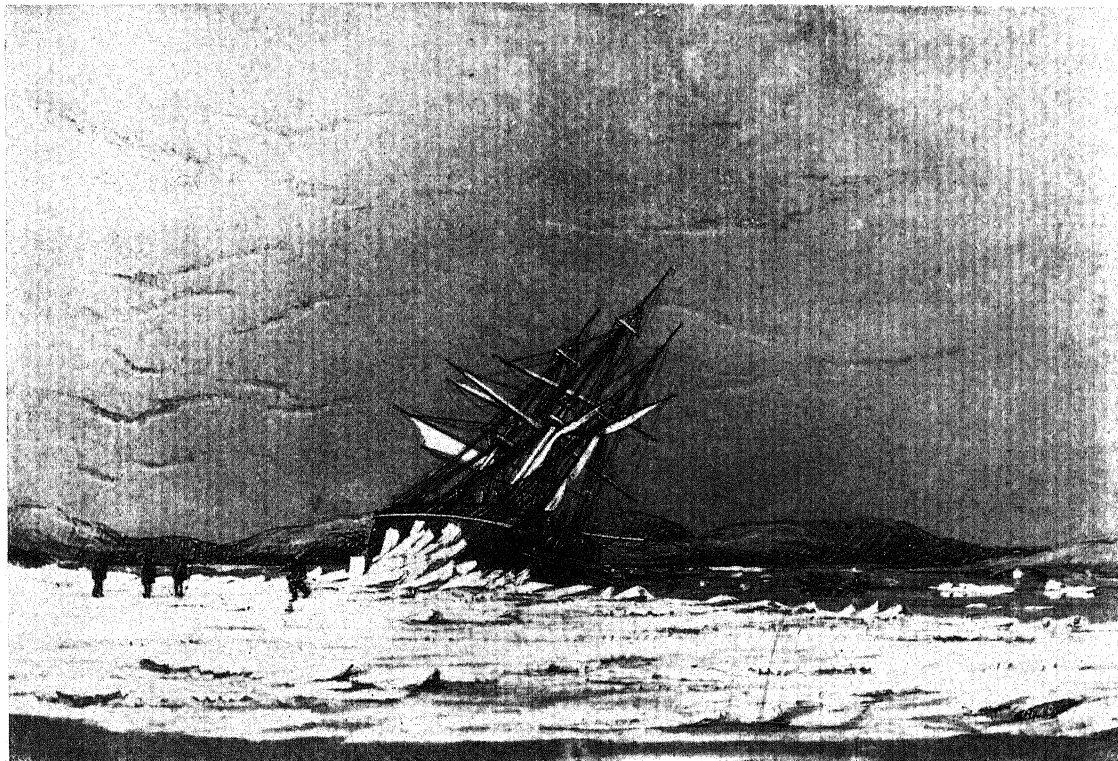
On May 25th, 1696, Captain Thomas Robinson greatly distinguished himself while in command of the "Assistance." While convoying merchantmen to Hamburg his charges were attacked by eight privateers, four of which mounted from 20 to 30 guns apiece. After two hours' fighting the enemy were driven off. In the afternoon they were again repulsed, whereupon they made off after some English colliers on the Essex coast. The "Assistance" pursued the privateers, and letting fly her topgallant sheets as a signal that the enemy were in the offing, enabled the alarmed colliers to get to a place of safety.

THE KING'S SHIPS

In November 1696, under the command of Captain Thomas Robinson, who was a distinguished cruiser captain, the "Assistance," while in charge of another Hamburg convoy, took a valuable prize from the French.

In 1697 the "Assistance" was despatched to the coast of Iceland under Captain James Davidson. She protected the fishing and managed to capture a large French privateer, which was trying to combine the pleasures and profits of both privateering and fishing.

In February 1709 the "Assistance," commanded by Captain Abraham Tudor, left Cork in company with four other men-of-war and a convoy of sixty sail of merchantmen. They were attacked by four French ships under Du Guay Trouin, the famous French cruiser admiral, with his flag in "Achille." A furious encounter followed. The French captured five of the convoy in the two hours' fight, but two of them were lost before they could be carried



THE SEVENTH "ASSISTANCE."

Admiral Sir Vesey Hamilton.

into port, and the French ships were eventually driven off. Captain Tudor was mortally wounded, and 8 men were killed, and 11 wounded.

In 1700, 1709, and in 1725 and 1735 the "Assistance" was partially taken to pieces and rebuilt, the rebuilding in 1725 at Woolwich being a big business, and almost resulting in an entirely new vessel.

On February 18th, 1743, the "Assistance," mounting 50 guns, and under the command of Captain Smith Callis with a crew of 250 men, arrived off La Guayra on the Venezuelan coast. She was in a squadron of ten vessels under Captain Charles Knowles, in the "Suffolk." The squadron at once began their attack by bombarding the forts and attempting to burn the shipping in the harbour with the boats of the fleet. They suffered badly at the hands of the forts and were obliged to withdraw. The "Assistance" alone had 41 shots in her hull, 12 men killed, and 71 wounded. La Guayra was badly damaged, and 700 Spaniards were killed. The British squadron lost 1 captain, 3 ships disabled, 95 men killed, 308 wounded, and the flagship had 14 guns dismounted, so that they were obliged to go to Curaçoa to refit.

On April 15th, 1743, the same squadron arrived off Puerto Cabello on the Venezuelan coast to attack the Spaniards. This place was found even better prepared than La Guayra.

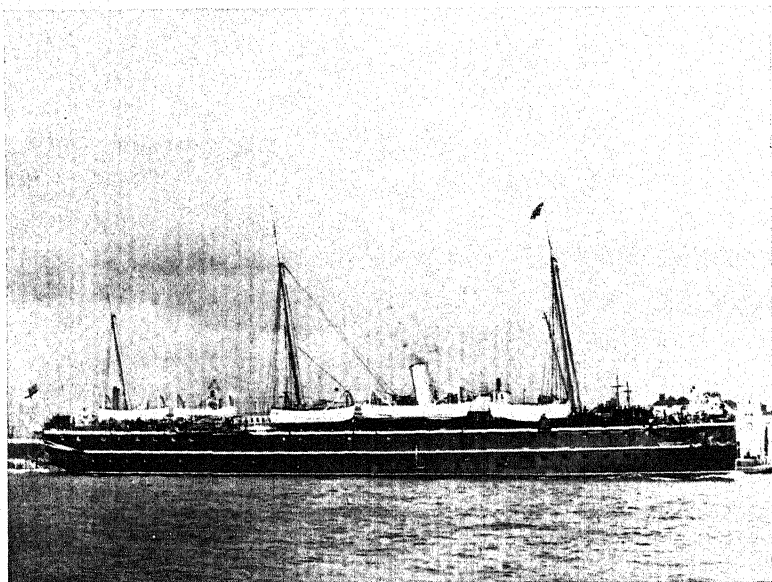
THE KING'S SHIPS

ASSISTANCE

Two ships bombarded and a large landing party from the fleet advanced on the defending batteries. The "Assistance" lay anchored within pistol shot off the shore to cover a retreat. The landing party seized one of the batteries, and then a panic arose among the men, and they retired pell-mell in the greatest confusion. On the 24th the "Assistance" co-operated in another bombardment from the seaward, but after firing all day the British fleet cut their cables and withdrew at 9 P.M., having been very badly mauled by the Spaniards. On her return to England this vessel was sunk for a breakwater at Sheerness in 1745.

The second "ASSISTANCE" was a 48-gun ship, launched on the Medway in 1747. She was of 1063 tons, and carried a crew of 350 men. Her length, beam, and draught were 144 ft., 41 ft., and 16 ft.

In 1751 the French contemplated aggressions on the West African coast, and only desisted when Captain Matthew Buckle of the "Assistance" informed the French commodore that if he persisted in his designs of building a fort at Annamaboe, the British would look upon it as a breach of the peace, and would repel force by force.



From the photograph by H. J. Symonds.

THE NINTH "ASSISTANCE."

In 1758 the "Assistance" was on the West Indian station, under the command of Captain Robert Wellard. On September 2nd of this year, while in company with the "Dreadnought," Captain Maurice Suckling, she sighted and chased the French "Palmier," a 74-gun ship. Owing to a calm the "Assistance" could not get up in time, and the "Palmier," having disabled the "Dreadnought," managed to escape.

In 1773 this "Assistance" was sold.

The third "ASSISTANCE" was a 1606-ton ship, launched at Plymouth in 1771.

Her length, beam, and draught were 168 ft., 47 ft., and 17 ft.

She saw no active service, was renamed "Assistance" in 1805, and after doing duty as a prison hulk was broken up in 1815.

The fourth "ASSISTANCE" was a 94-ton transport, launched at Plymouth in 1771. Her length, beam, and draught were 59 ft., 19 ft., and 7 ft.

The fifth "ASSISTANCE" was a 50-gun ship of 1053 tons, launched at Liverpool in 1781.

In 1793 the "Assistance" flew the flag of Vice-Admiral Sir Richard King on the Newfoundland station.

On March 29th, 1802, the "Assistance," while commanded by Captain Richard Lee, was wrecked and lost near Dunkirk, but the crew were saved.

The sixth "ASSISTANCE" was an armed transport, launched at Deptford in 1809. She was of 317 tons, and her length, beam, and draught were 104 ft., 26 ft., and 9 ft.

In 1821 this vessel was sold.

The seventh "ASSISTANCE" was a 420-ton 2-gun barque, purchased in 1848. Her length, beam, and draught were 117 ft., 28 ft., and 14 ft.

In 1850 the "Assistance," accompanied by the "Resolute," "Pioneer," and "Intrepid," left England on an Arctic expedition, commanded by Captain Horatio Thomas Austin, to search for the Franklin Polar Expedition. They failed in their object, and returned to England in the autumn of 1851.

In 1852 the "Assistance," commanded by Captain Sir Edward Belcher, sailed for a further search in company with the same three ships. Sir Edward Belcher was quite unfitted for the work, and proved a serious nuisance. In 1854 he abandoned the "Assistance" and left her to her fate. He had given orders for all four ships to be abandoned, but owing to the determination of Captain Henry Kellett, who refused to abandon two of the ships without an order in writing, half the squadron were saved. At the subsequent court-martial Captain Kellett was complimented, but Sir Edward Belcher's sword was returned to him in silence.

The eighth "ASSISTANCE" was a 2-gun iron screw ship of 1793 tons, built at Liverpool in 1855. She was of 400 horse-power and 11 knots speed. Her length and beam were 283 ft. and 36 ft. She was used as a troop-ship.

In 1859 the "Assistance" lent men and boats to assist in the attack on the Peiho Forts, which resulted disastrously for the British.

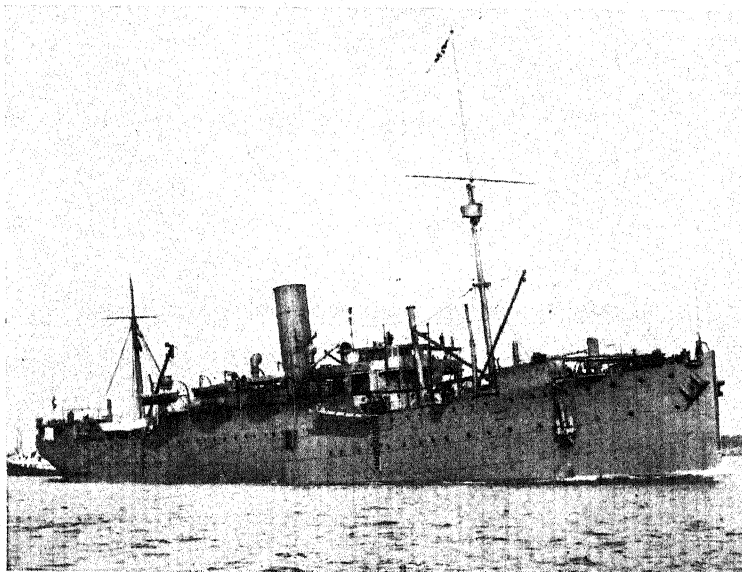
Lieutenant Alfred Graves of the "Assistance" was killed during the operations.

In 1860 the "Assistance," while commanded by Commander Charles John Balfour, was wrecked and lost off Hongkong, but no lives were lost.

The ninth "ASSISTANCE" was a 2-gun screw troopship, launched at Blackwall in 1874. She was of 2307 tons, 1300 horse-power, and 12 knots speed. Her length, beam, and draught were 250 ft., 38 ft., and 17 ft.

In 1897 the "Assistance" was sold.

The tenth "ASSISTANCE" is a steam repair ship, built at Middlesbrough in 1900 and purchased in that year. She is of 9600 tons, 4000 horse-power, and 12 knots speed. Her length, beam, and draught are 436 ft., 53 ft., and 22 ft.



From the photograph by Ernest Hopkins.

THE TENTH "ASSISTANCE."

ASTRÆA

ASTRÉE. ASTRÆA PRIZE

The War of Jenkins's Ear, and of the Austrian Succession—
 The bombardment of Cartagena 1741
 The War of American Independence—
 Assisted to capture American "South Carolina" 1782
 The Wars of the French Revolution and Empire—
 Captured French "G oire" 1795

Lord Bridport's action off Ile de Groix 1795
 Captured the Islands of St. Lucia, St. Vincent, and
 Grenada 1796
 Lord Keith's expulsion of French from Egypt . . . 1801
 Assisted to capture French "Renommé" 1811
 Assisted to capture French "Néréide" 1811
 The capture of Tamatave 1811
 Action with French "Etoile" and French "Sultane" 1814



ASTRÆA.—The goddess of Justice. The daughter in Greek mythology of Zeus (Jupiter) and Themis (Justitia). She was the last divinity to leave the earth when the Golden Age had passed away. She took her place in heaven as the constellation Virgo.

The first "ASTRÆA" was a 20-gun store-ship, captured from the Spaniards at Puerto Bello on November 21st, 1739.

Vice-Admiral Vernon attacked Puerto Bello on this day with six ships. He captured a fort, and was making arrangements for a further attack when the Spaniards surrendered.



From an old print.

VERNON'S ATTACK ON CARTAGENA.

British Museum.

Their ships were taken, the fortifications were demolished, and £2000 found in the place was distributed among the men of the squadron by Admiral Vernon. This vessel was also known as the "Astræa Prize."

In 1741 the "Astræa" was in the fleet under Vice-Admiral Vernon which attacked Cartagena on the Spanish Main. The "Astræa" acted in the third division under Commodore Lestock. The attack began on March 9th, 1741, when the forts were bombarded and the troops landed. The following days were employed in landing stores and guns, but frequent quarrels between Admiral Vernon and General Wentworth commanding the

troops delayed the progress of the work. On March 23rd a general bombardment of the forts and batteries by the fleet was begun, and several ships suffered severe injuries and had to be called off. On the 25th the seamen of the fleet assaulted a battery with complete success, and then destroyed a boom and some of the ships in harbour. The enemy at once scuttled five men-of-war and blew up a fort. The British continued to do further damage, but the quarrels between the Admiral and General becoming more virulent, the fleet sailed for Jamaica, and arrived on May 19th.

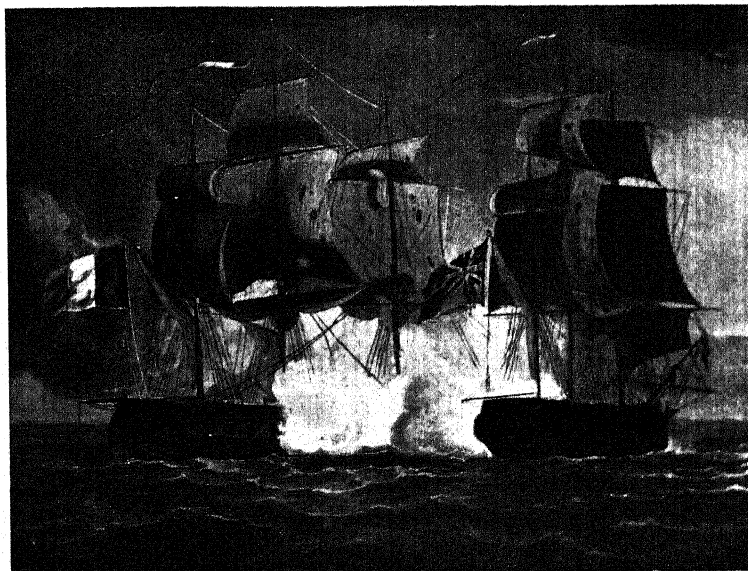
In 1743, while under the command of Captain Robert Swanton, the first "Astræa" was accidentally burned in the Piscataqua River on the American coast.

The second "ASTRÆA" was a 32-gun frigate of 703 tons, launched at Cowes, Isle of Wight, in 1781. She carried a crew of 220 men, and her length, beam, and draught were 126 ft., 35 ft., and 11 ft.

On December 20th, 1782, the "Astræa," in company with the "Diomedé" and "Quebec," fell in with the 40-gun American frigate "South Carolina" off the Delaware. After an eighteen hours' chase the "South Carolina" was captured at the end of two hours' fighting. The "Astræa" played only a minor part in the action.

On April 10th, 1795, the "Astræa," commanded by Captain Lord Henry Paulet, fought and captured the French 42-gun frigate "Gloire." The "Astræa" had a crew of 212 men, and threw a broadside of 174 pounds. The "Gloire" had a crew of 275 men, and threw a broadside of 286 pounds. The action opened at 6 P.M. At 10.30 the "Astræa" closed with her adversary, and after an hour's fight made her strike her flag. The "Astræa's" maintopmast went overboard just after the close of the action, and her other topmasts were so wounded that they had to be removed. The French ship lost 40 killed and wounded, while the "Astræa" had only 8 men wounded.

In June 1795 the "Astræa," commanded by Captain Richard Lane, was in a fleet of 25 sail in all, commanded by Admiral Lord Bridport, with his flag in "Royal George." The French fleet of 23 ships, under Admiral Villaret Joyeuse, were sighted at 3.30 A.M. on June 22nd and at once chased. A calm delayed the meeting, but at 3 A.M. on the 23rd an action started off Ile de Groix, with both fleets scattered and spread over a large area. At 6 A.M. a French ship struck, and at 7.15 a second and third hauled down their colours. Soon after this Lord Bridport, with a strange forbearance, ordered the action to be discontinued, and nine French ships of capital importance were permitted to escape. The British lost 31 killed and 113 wounded. The French loss is unknown, but in the three prizes alone there were 670 killed and wounded.



After T. Whitcombe. Engraved by T. Sutherland. A. Ackermann.
SECOND "ASTRÆA" CAPTURES "LA GLOIRE."

In March 1796 the "Astræa," commanded by Captain Richard Lane, sailed for the West Indies in a squadron of seven men-of-war with a large number of transports commanded by Rear-Admiral Hugh Cloberry Christian. On April 26th they arrived at St. Lucia, and troops were landed in three different places. A force of 800 seamen under Captain Lane, of the "Astræa," co-operated with the military. After various repulses the island capitulated, 2000 men surrendering on May 24th. From St. Lucia the expedition proceeded to St. Vincent, which capitulated after an obstinate resistance on June 11th. A few days later the ships sailed for Grenada, which surrendered after some short operations.

The following verses are said to have been written by the younger midshipmen of the "Astræa" in 1798:—

Ah! cursed be that fatal day,
When I from home was led astray,
In this damned place to dwell.
Oh! had I in the country stay'd
I might have learnt some useful trade,
And scorn'd the white lapelle.

When first on board the ship I went,
My belly full, my mind content,—
No sorrows touched my heart:
I viewed my coat, so flash and new,
My gay cockade, my hanger too,
And thought them wondrous smart.

But now, alas! my coat is rent,
My hanger's pawned, my money spent,
My former friends I've missed;
And when of hardships I complain,
My messmates swear 'tis all in vain,
And cry, "What made you 'list?"

But hark! I hear the corp'ral's tread:
Another dose and then to bed,
Of every joy bereft.
I shake my bottle with a doubt,
My poor half pint is quite drained out,
Not one kind drop is left.

The youth with indignation burns,
Into his hated hammock turns;
Alas! not long to sleep.
The quartermaster with hoarse tongue
Awakes him, says "The bell has rung!"
He's roused, his watch to keep.

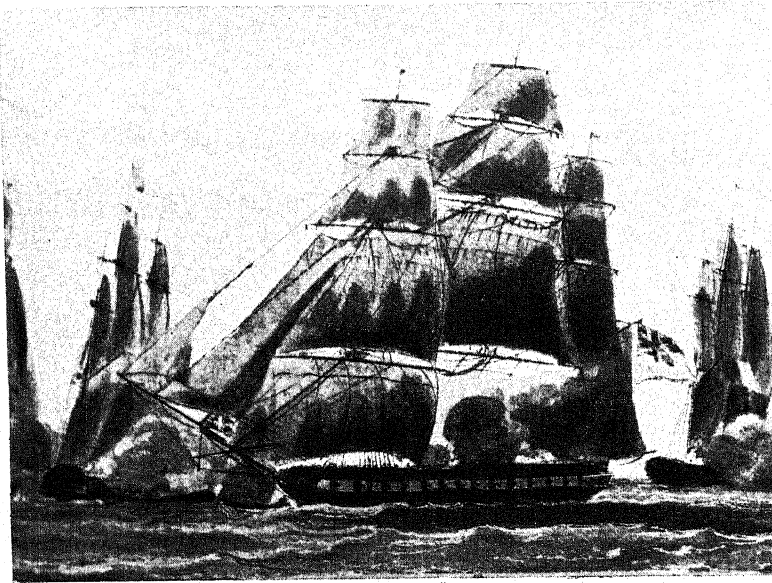
Shiv'ring he walks the quarter-deck,
Dreading the stern lieutenant's check,
Who struts the weather side;
With glass and trumpet in his hand,
He bellows forth his harsh command,
With arrogance and pride.

THE KING'S SHIPS

ASTRÆA

In 1801 the "Astræa," commanded by Commander Peter Ribouveau, was in a combined British and Turkish fleet of 52 ships commanded by Admiral Lord Keith, with his flag in "Foudroyant."

Transports carrying 16,150 troops under General Sir Ralph Abercromby accompanied the expedition, which arrived at Aboukir Bay on March 2nd. The troops were landed in face of the French fire, the captain of the "Astræa" assisting in the disembarkation. One thousand British seamen also were put ashore to assist the military. The beach was seized and the enemy driven back. In the preliminary operations the Naval Brigade lost 22 killed and 70 wounded. The small vessels of the fleet manoeuvred in Lake Aboukir and assisted the military, subsequently proceeding up the Nile and doing valuable service. In the subsequent



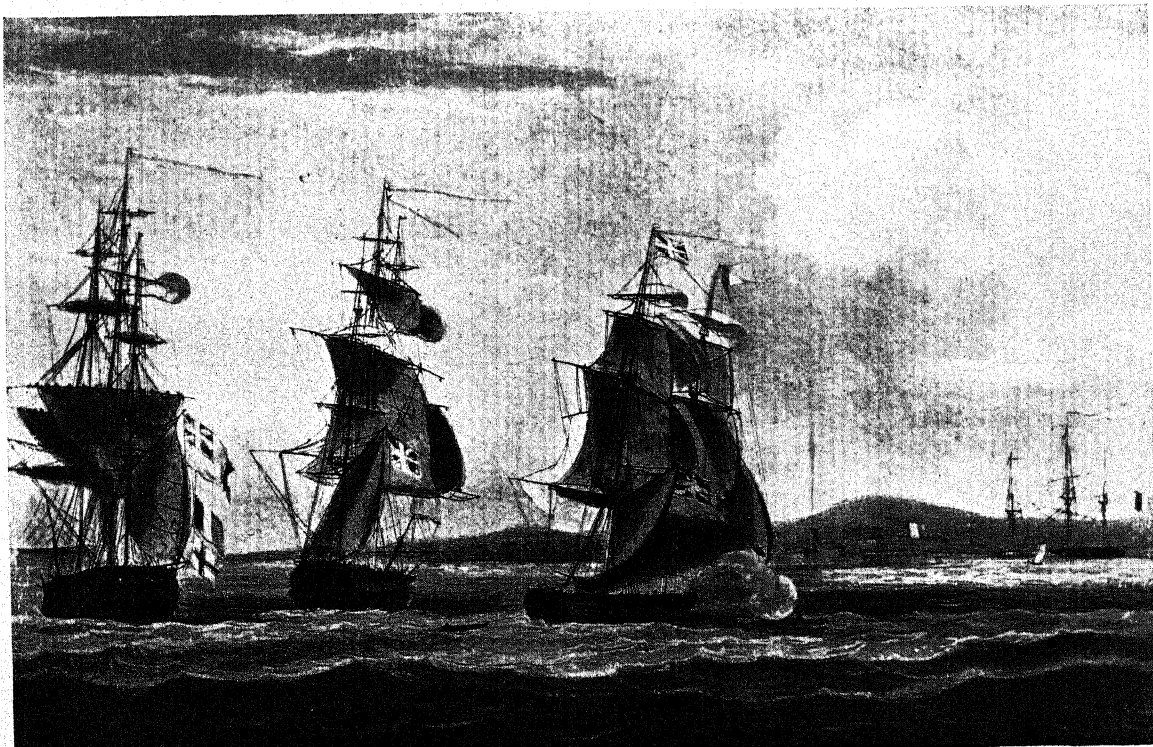
*After T. Whitcombe. Engraved by T. Sutherland.**

A. Ackermann.

THE FOURTH "ASTRÆA."

operations the French capitulated and were expelled from Egypt, being conveyed to France at the expense of Great Britain. Five ships in the inner harbour of Alexandria were captured, two of which were bought into the English Navy.

On May 24th, 1808, the "Astræa," commanded by Captain Edmund Heywood, was wrecked and lost off Anegada in the West Indies.



After T. Whitcombe. Engraved by T. Sutherland.

THE CAPTURE OF TAMATAVE.

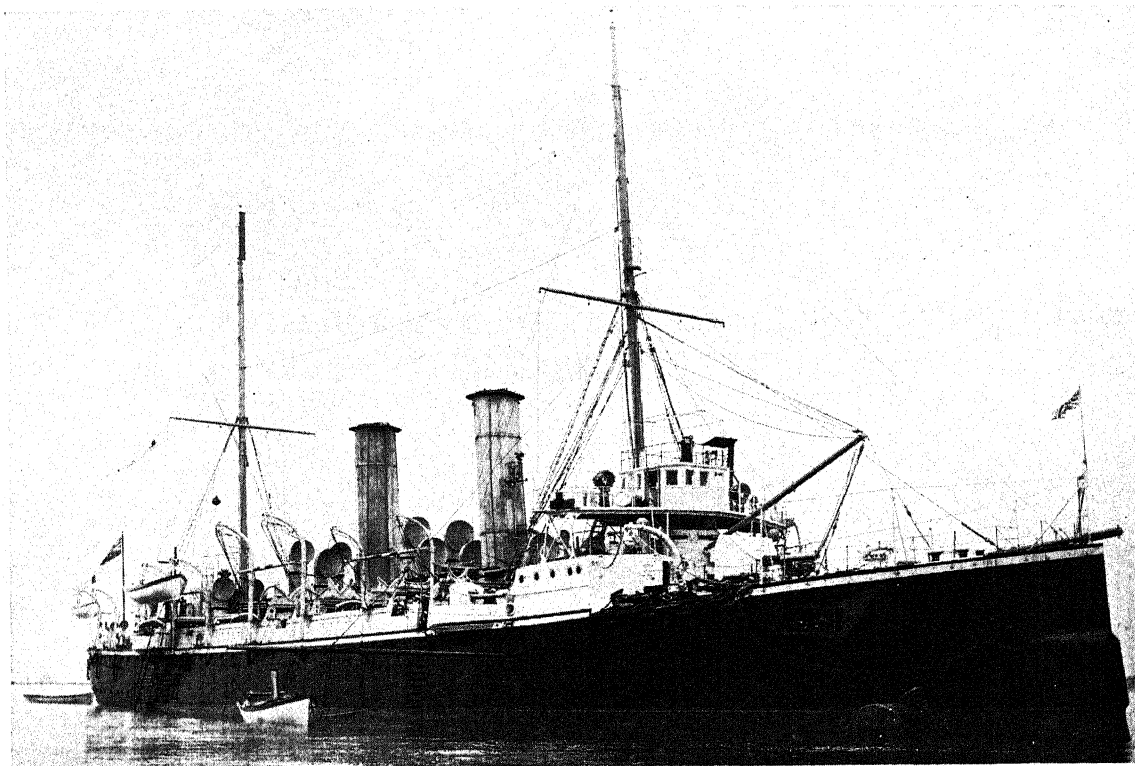
A. Ackermann.

The third "ASTRÆA" was a French 40-gun frigate, captured at the taking of Mauritius on December 6th, 1810. She was added to the Navy, and her name was subsequently changed to "Pomone."

The fourth "ASTRÆA" was a 36-gun frigate, launched at Northam in 1810. She was of 956 tons, and carried a crew of 264 men. Her length, beam, and draught were 145 ft., 38 ft., and 15 ft.

In 1811 the "Astræa," commanded by Captain Charles Marsh Schomberg, and having the "Phoebe," "Galatea," and "Racehorse" in company, attacked and captured off Madagascar the French 40-gun frigate "Renommé."

They then proceeded to Tamatave and attacked and captured the French 40-gun frigate



THE SIXTH "ASTRÆA."

From the photograph by Ernest Hopkins.

"Néréide." Tamatave surrendered at the same time. The "Astræa" lost 2 killed and 16 wounded in the engagement.

On January 23rd, 1814, the "Astræa," commanded by Captain John Eveleigh, and having the "Creole," 36, in company, chased and engaged off the Cape Verde Islands the two French 40-gun frigates "Etoile" and "Sultane." After a three hours' well-matched action the French ships got away. The "Astræa" caught fire during the action, was partially dismasted and lost 9 killed, including Captain Eveleigh, and 37 wounded. The total loss in the two British frigates was 19 killed and 63 wounded. The French ships lost 40 killed and 60 wounded.

The "Astræa" ended her days as a depot ship at Falmouth, and was broken up in 1851.

The fifth "ASTRÆA" was a screw frigate of 2478 tons, laid down in 1860. Before the work had proceeded very far the Admiralty ordered it to cease.

The sixth "ASTRÆA" is a 10-gun twin-screw cruiser, launched at Devonport in 1893. She is of 4360 tons, 9000 horse-power, and 19.8 knots speed. Her length, beam, and draught are 320 ft., 49 ft., and 19 ft.

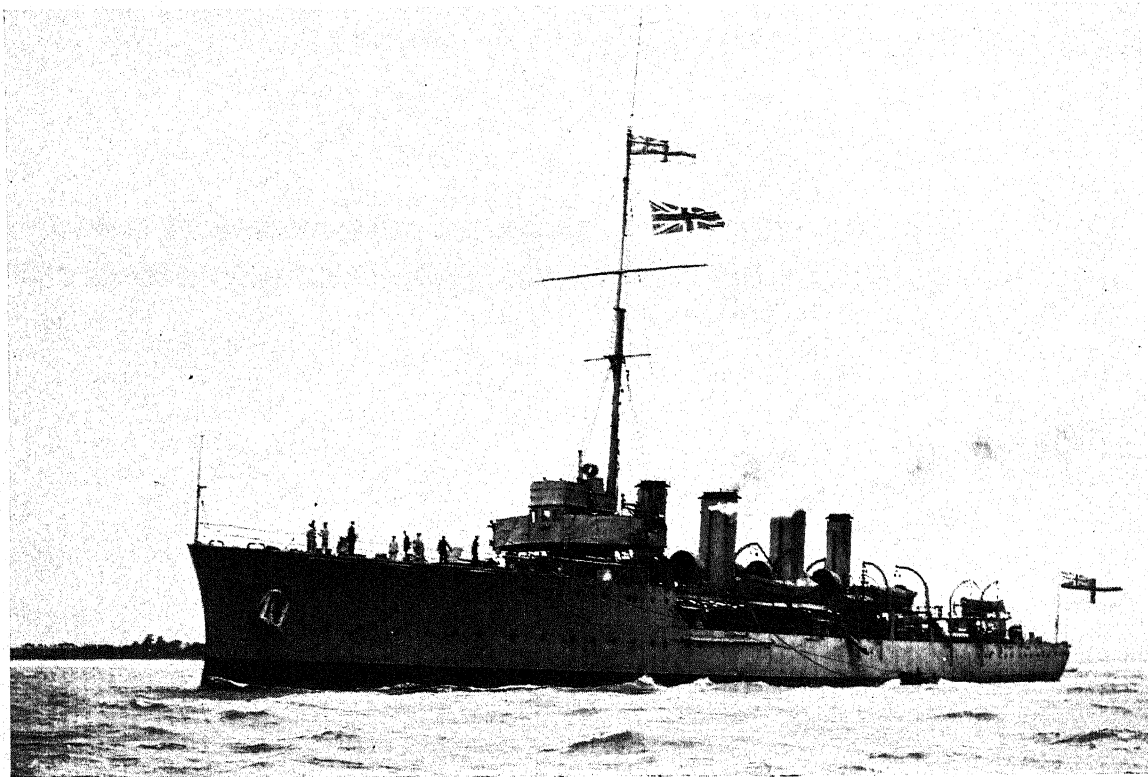
ATTENTIVE

The Wars of the French Revolution and Empire—Captured French “Nisus,” 1809.

ATTENTIVE.—Heedful, intent, or regardful.

The first “ATTENTIVE” was a 12-gun brig, launched at Bridport in 1805. She was of 178 tons, and carried a crew of 50 men. Her length, beam, and draught were 80 ft., 23 ft., and 6 ft.

On December 12th, 1809, the “Attentive,” commanded by Lieutenant Robert Carr, while in company with four other vessels off Guadeloupe, sighted the French 16-gun corvette



THE THIRD “ATTENTIVE.”

From the photograph by Ernest Hopkins.

“Nisus” lying at anchor in the harbour of Hayes. That night the boats were sent in, and the “Nisus” was boarded and successfully captured. The “Attentive” was mainly responsible for the result. She entered a narrow harbour, and maintained a vigorous cannonade for six hours, but had only two men wounded.

In 1812 the “Attentive” was taken to pieces at Deptford.

The second “ATTENTIVE” was the American vessel “Magnet,” captured in 1812. She was of 359 tons, and her length, beam, and draught were 96 ft., 28 ft., and 12 ft.

She was bought into the English service, and was converted to a prison ship, but all trace of her disappears after 1817.

The third “ATTENTIVE” is a twin-screw scout, launched at Elswick in

1904. She is of 2940 tons, 16,210 horse-power, and 25 knots speed. Her length, beam, and draught are 374 ft., 38 ft., and 14 ft.

On August 7th, 1907, the "Attentive," flying the broad pennant of Commodore Lewis Bayly, while exercising off Portland, collided with H.M.S. "Quail," and cut that destroyer's bows off.

On April 27th, 1908, the "Attentive," flying the broad pennant of Commodore Lewis Bayly, while exercising off Harwich, collided with and sank the destroyer "Gala." Unhappily one life was lost.

AVON

The Wars of the French Revolution and Empire—
Engagement with French "Néréide" 1810
The War with America—
Action with American "Wasp" 1814
The second New Zealand War—
The capture of Merimeri and Rangariri . . . 1863

Operations in Waikato River 1863
Suppression of piracy in Perak 1873
Suppression of piracy in Malacca 1874
The blockade of Dahomey 1876
Punitive expedition in River Congo 1877
Punitive expedition in River Niger 1877



AVON.—A name common to several rivers both in England and in Scotland. There is one in Banff, falling into the Spey; another in Lanark falling into the Clyde; another falls into the Firth of Forth west of Borrowstounness. The English Avon rises in Northamptonshire, and after passing Warwick and Stratford falls into the Severn at Tewkesbury. Shakespeare was born at Stratford-on-Avon, and is hence often called the "Swan of Avon." Another Avon rises in Wiltshire and falls into the English Channel. There is one in South Wales which runs into the Bristol Channel, and one in North Wales which flows into the Irish Sea. In France there are two Avons in the system of the Loire, and two in the system of the Seine.

The first "AVON" was an 18-gun sloop, launched at Falmouth in 1805. She was of 391 tons, and carried a crew of 121 men. Her length, beam, and draught were 100 ft., 30 ft., and 10 ft.



From a contemporary "Illustrated London News."

SECOND "AVON" IN STORM OFF CRIMEA.

THE KING'S SHIPS

AVON

On February 9th, 1810, the "Avon," commanded by Commander Henry Tilleux Fraser, most gallantly attacked the French 40-gun frigate "Néréide" off Guadeloupe. Needless to say the "Avon" was much damaged aloft, and was repulsed with a loss of 2 killed and 7 wounded.

On September 1st, 1814, the "Avon," commanded by Commander the Hon. James Arbuthnot, chased and engaged the American 22-gun sloop "Wasp." An action began at 9 P.M., and a furious night fight followed at very short range. At 11 P.M. the "Avon" hauled down her colours; her hull was riddled through and through, five guns were dismounted, spars and rigging were much damaged, and there were 7 ft. of water in the hold. The "Avon" lost 1 lieutenant and 9 men killed, and the captain, 2 officers, and 29 men wounded. The "Wasp" lost 2 men killed and 1 wounded. The appearance of an English ship prevented the Americans taking possession, and soon afterwards the "Avon" sank, firing minute guns and flying signals of distress.

The "Wasp" was never heard of again, and is believed to have foundered off Madeira.

The second "AVON" was a 3-gun paddle vessel, launched at Harwich in 1825.

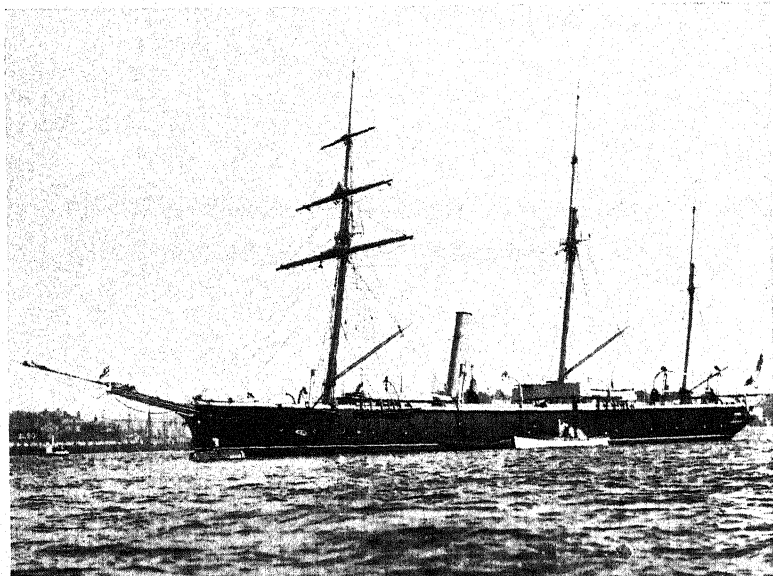
She was of 361 tons, 170 horse-power, and carried a crew of 60 men. Her length, beam, and draught were 144 ft., 23 ft., and 7 ft.

Her original name had been "Thetis," but she was purchased into the Navy, re-named "Avon," and acted as a mail packet for some years.

In 1835 she was rebuilt and lengthened. She appears to have been employed on some minor services in the Black Sea during the Crimea War.

In 1862 this vessel was sold.

The third "AVON" was a small New Zealand gunboat, dating from 1863.



From the photograph by H. J. Symonds.

THE FOURTH "AVON."

In 1863 the "Avon," commanded by Lieutenant William E. Mitchell, took part in the second New Zealand war. On November 1st the "Avon" towed four colonial gunboats up the River Waikato, landed troops, and assisted to capture the towns of Merimeri and Rangariri.

The "Avon" took part in the subsequent operations in the Waikato River, and Lieutenant Mitchell was fatally wounded by a chance shot from some Maoris in ambush on the river bank.

In 1863 the "Avon" was sold for £1225.

The fourth "AVON" was a 4-gun twin-screw gunboat, launched at Portsmouth in 1867. She was of 603 tons, 530 horse-power, and 10 knots speed. Her length, beam, and draught were 155 ft., 25 ft., and 10 ft.

In 1873 the "Avon," commanded by Commander John C. Paterson, was engaged in the suppression of piracy on the coast of Perak. On December 11th of that year she came across three trading craft at a moment when they were being attacked by six boats full of piratical cut-throats. The "Avon" drove them off with loss, but did not succeed in capturing any of them, though she subsequently destroyed some stockades at the mouth of the Jugra River, in which they were supposed to have taken shelter.

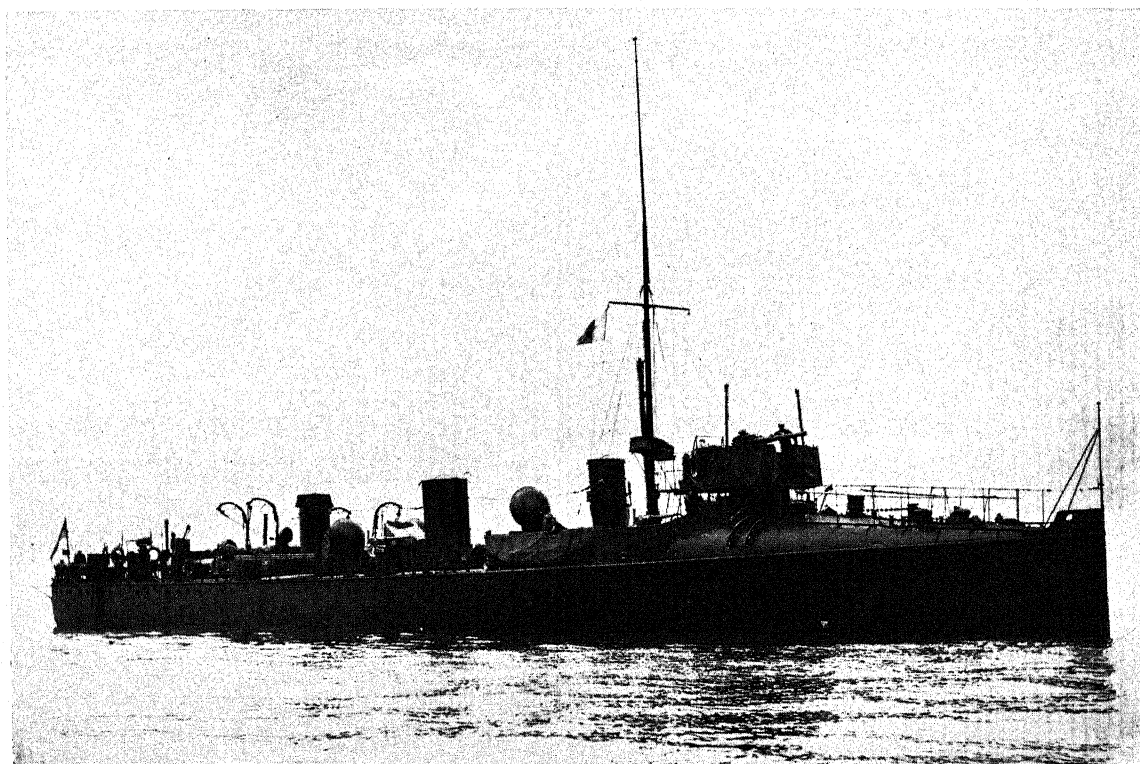
In May 1874 the "Avon," commanded by Commander Armand T. Powlett, in company with two other vessels, proceeded up the Lingie River, near Malacca, which was a centre of

THE KING'S SHIPS

piratical activity. Some stockades were burned at Bukit Tiga, and the River Lingie was re-opened to the trade, with the rich tin mines in the interior.

In 1876 the "Avon," commanded by Commander Leicester Chantrey Keppel, was one of a fleet of 12 ships under Commodore Sir William Hewett, with his broad pennant in "Active," which engaged in the blockade of Dahomey on the Nigerian coast. The blockade lasted for eleven months in a pestilential climate, and at the end of that time King Gelelé entered into negotiations, and the blockade was raised.

In January 1877 the "Avon" proceeded up the Congo River, and burned five villages,



THE FIFTH "AVON."

From the photograph by Ernest Hopkins.

as a punitive measure in reply to the natives having pillaged the American trading schooner "Joseph Nickerson."

In August 1877 the "Avon" proceeded up the River Niger in company with two other vessels upon a punitive expedition. They burned the town of Emblana, and assisted to chastise some anti-British natives, who had refused to release some British prisoners. During the advance the "Avon" ran on to a sandbank, and delayed the attack for some hours. The ships left the river on August 28th, having had only 3 men wounded.

In 1890 this vessel was sold.

The fifth "AVON" is a twin-screw 30-knot torpedo-boat destroyer, launched at Vickers' yard in 1896. She is of 355 tons and 6000 horse-power. Her length, beam, and draught are 215 ft., 21 ft., and 7 ft.

THE SERVICES OF THOSE ANCIENT WAR VESSELS WHOSE NAMES BEGIN WITH

“A”

The name is followed by the date of its first use or launching date.

If the word “French,” “Danish,” etc., appears, it indicates that the first ship of that name was a prize taken from the nation denoted in the year shown. These foreign names have often been continued in new English ships right down to the present day, generally as a compliment to the gallantry of the men in the original ship at the time of capture.

Variations of the name follow, and their services are included.

Similar names are cross-referenced, but their achievements are shown separately.

E.I.C.=Honourable East India Company; H. and A.=Hired and Armed; B.M.=Bombay Marine; I.N.=Indian Navy; R.I.M.=Royal Indian Marine. These initials in the war record respectively indicate that a ship of one of the above services, and of the same name as the Naval ship under which it appears, took part in the particular service described.

Aalborg, 1809 (Danish)

Abeille, 1796 (French)

Abercrombie, 1809—

- Operations in the West Indies . . . 1810
- The capture of Guadeloupe . . . 1810
- Capture of Dutch Island of St. Martin . 1810
- Capture of Dutch Islands Saba and St.
Eustatius 1810

Aberdeen (Canadian Naval name)

Abergavenny, 1795. See also **Earl of Abergavenny**

Abigail, 1812 (Danish)

Abraham, 1627—

- The expedition to La Rochelle . . . 1627

Abraham's Offering, **Abram's Offering**—

- The attack on Dunkirk 1694
- Expended at Dunkirk 1694

Abu Klea, 1896—

- The action at Hafir 1896
- The capture of Dongola 1896
- Various operations in River Nile . . 1896-7
- The capture of Omdurman 1898
- The reconquest of the Soudan . . 1898, etc.

Abundance, 1799

Abyssinia, 1870

Acadia (Canadian Naval name)

Acasta, 1797—

- Duckworth's action off San Domingo . 1806
- Captured French “Serpent” 1808
- The capture of Martinique 1809
- Operations on American coast . . . 1814-5
- The chase of American “Constitution” 1815

Acertif, 1808 (Danish)

Achates, 1573—

- The campaign of the Spanish Armada . 1588
- Assisted to capture French “Nisus” . 1809
- Various operations in West Indies . 1809-10
- Wrecked in the West Indies 1810
- Action with French “Trave” 1813
- Assisted to capture French “Clorinde” 1814

Acorn, 1807—

- Boat operations at Trieste 1809
- The defence of Lissa 1811
- Wrecked on the Halifax Station . . 1828
- Captured the notorious slaver “Gabriel” 1841
- Captured 3300 tons of slave vessels 1840-2

THE KING'S SHIPS

- The battle of Fatshan Creek . . . 1857
 The bombardment of Canton . . . 1857
 Operations against Yonnies near Sierra Leone . . . 1887
- Aequilon, 1758, Aquilon, Aquilón.** See also **Duke of Aquilon**—
 The blockade of Brest . . . 1761
 Operations in Mediterranean . . . 1793
 Lord Hood's occupation and operations at Toulon . . . 1793
 The Glorious First of June . . . 1794
 Succoured the "Marlborough" . . . 1794
 Bridport's action off Ile de Groix . . . 1795
 Operations in the West Indies . . . 1798, etc.
- Actionnaire, 1782 (French)**
- Active, 1758, Actif**—
 Boscawen's action with De la Clue off Lagos . . . 1759
 Assisted to capture Spanish "Hermione" . . . 1762
 The attack on Charleston, South Carolina . . . 1776
 Action with French ships "Charmante" and "Dédaigneuse" . . . 1778
 Captured by the French . . . 1778
 Action with French "Mutine" . . . 1779
 Captured by the French . . . 1779
 Operations on the American coast . . . 1780
 Captured by the Americans . . . 1780
 Johnstone's action with De Suffren at Porto Prayo . . . 1781
 Operations in the West Indies . . . 1794
 Wrecked off Bermuda . . . 1794
 Hired and armed vessel employed during war . . . 1795-1814, etc.
 Wrecked in the River St. Lawrence . . . 1796
 The battle of Camperdown . . . 1797
 Actions with French privateers in West Indies . . . 1800
 Operations on Dutch coast . . . 1800
 Captured by French and Dutch . . . 1800
 Recaptured by the British . . . 1801
 Captured French "Jeune Isabelle" . . . 1804
 The blockade of Toulon . . . 1805
 Nelson's search for Villeneuve in the Mediterranean . . . 1805
 Duckworth's passage of the Dardanelles . . . 1807
 The destruction of a Turkish squadron . . . 1807
 Boat operations in Gulf of Trieste . . . 1810
 Boat operations off Abruzzi . . . 1811
 Hoste's action off Lissa . . . 1811
 Assisted to destroy French "Favorite" . . . 1811
 Assisted to capture Venetian "Corona" . . . 1811
 Assisted to capture Venetian "Bellona" . . . 1811
 Boat operations off Rogoznica . . . 1811
 Captured French "Pomone" . . . 1811
 Operations against French (hired) . . . 1814, etc.
 The Ashantee war . . . 1873-4
 Hewett's punitive expedition in River Congo . . . 1875
 Hewett's punitive expedition in River Niger . . . 1876
 Operations against Galekas, etc. . . 1877-8
 The Zulu war . . . 1878
- Acute, 1797**—
 Popham's expedition to Ostend . . . 1798
- Adam and Eve, 1652**
- Adamant, 1780**—
 Arbuthnot's action with Des Touches . . . 1781
 Graves's action in the Chesapeake . . . 1781
 The blockade of the Dutch coast . . . 1797
 The battle of Camperdown . . . 1797
 The blockade of the French coast . . . 1798
 Captured Spanish "Nuestra Señora de Dolores" . . . 1806
- Adams, 1812 (American)**
- Adder, 1797**—
 The blockade of the French coast . . . 1803-4
 Actions with French invasion flotilla . . . 1803-4
 Action with French off Ambleteuse . . . 1804
 Action off Abreval . . . 1804
 Driven ashore and captured at Abreval . . . 1806
- Adelaide, 1803, Royal Adelaide**—
 Wrecked on Banana Island, West Africa . . . 1850
- Adelphi, 1804 (hired)**—
 Operations against French . . . 1804, etc.
- Admiraal de Ruijter, 1797 (Netherlands).** See also **De Ruijter.**
- Admiraal T. H. de Vries, 1797 (Netherlands)**
- Admirable, 1705 (French)**
- Admiral de Vries, 1797**
- Admiral Gardner, 1810**
- Admiral Jawl, 1808 (Danish)**
- Admiral Mitchell, 1800 (hired).** See also **Sir Andrew Mitchell**—
 Operations against the French, etc. . . 1800
- Admiral Paisley, 1800**
- Admiral Rainier, 1800**—
 Capture of Dutch gunboats in River Carawang . . . 1800
- Admiralty (yacht), 1814**
- Adonis, 1806**
- Adour, 1803 (French)**
- Adowa, 1885 (hired transport)**—
 The Burmah annexation war . . . 1885
- Adriade, 1709 (French)**
- Adrian, 1804 (hired)**—
 Operations against French . . . 1804, etc.
- Advantage, 1590, Advantaggia**—
 Rapid mobilisation . . . 1599
- Advice, 1586, Advice Prize**—
 The campaign of the Spanish Armada . . . 1588
 The battle off Portland . . . 1653
 The first battle off the North Foreland . . . 1653
 The action off Katwijk . . . 1653
 The battle of Scheveningen . . . 1653

THE KING'S SHIPS

- "Sir Richard Holmes, his bonfire" . . . 1666
 Chastisement of Algerine corsairs . . . 1670
 The battle of Bantry Bay . . . 1689
 The battles off Barfleur and La Hogue . . . 1692
 Wheler's operations in the West Indies . . . 1693
 The attack on San Domingo . . . 1694
 The capture of the notorious Captain Kidd . . . 1700
 Captured a French man-of-war . . . 1704
 Action with a French squadron . . . 1711
 Captured by the French . . . 1711
 The attack on La Guayra . . . 1743
 The attack on Puerto Cabello . . . 1743
 Operations in the West Indies . . . 1793
 Wrecked at Honduras . . . 1793
- Adviser, 1654**
- Aetna or Etna, 1739—**
 The attack on Cartagena . . . 1741
 Boscawen's action with De la Clue off Lagos . . . 1759
 The expedition to Belle Isle . . . 1761
 Nelson's attack on Boulogne . . . 1801
 Gambier's operations at Copenhagen . . . 1807
 Gambier's operations in Basque Roads . . . 1809
 Operations in the River Potomac . . . 1814
 Operations in the Coan River . . . 1814
 West African surveys . . . 1833, etc.
- Affection, 1598—**
 The Earl of Cumberland's tenth expedition . . . 1598
 The capture of Lanzarote . . . 1598
 The capture of San Juan de Puerto Rico . . . 1598
- Affronteur, 1803 (French)**
- Africaine, 1801 (French), African—**
 Gambier's operations at Copenhagen . . . 1807
 The capture of Madeira . . . 1807
 Action with French ships "Astrée" and "Iphigénie" . . . 1810
 The capture of Mauritius . . . 1811
- Agénoria, 1801**
- Aggressor, 1801**
- Agile, 1813 (French)**
- Agincourt, 1796—**
 The battle of Camperdown . . . 1797
 Pole's operations in Aix Roads . . . 1799
 The survey of the Maddalena Islands . . . 1802
 The capture of Senegal . . . 1809
 Cochrane's affair in Malluda Bay . . . 1845
 Operations against the Borneo pirates . . . 1846
 Hornby's affair in the Dardanelles . . . 1878
 Minor operations during Egyptian war . . . 1882
- Aglaia, 1782, Aglaé**
- Agnes or Agase, 1416—**
 Operations against French (hired) . . . 1804, etc.
 Operations off the Dutch coast . . . 1806
 Lost off the Texel . . . 1806
- Aguila, 1718 (Spanish)**
- Aid, 1562—**
 Frobisher's voyage of exploration . . . 1577
 The campaign of the Spanish Armada . . . 1588
 The capture of Corunna . . . 1589
 The capture of Penriche . . . 1589
 The African survey . . . 1825-6
 The survey of the Gulf of Trinidad . . . 1827-8
- Aigle, 1782 (French)—**
 Lord Hood's occupation and operations at Toulon . . . 1793
 The blockade of Smyrna . . . 1795
 Wrecked off Cape Farina . . . 1798
 The blockade of Brest . . . 1805
 Wrecked after Trafalgar . . . 1805
 Action with French frigates off Basse de Bretons . . . 1808
 Gambier's operations in Basque Roads . . . 1809
 The Walcheren Expedition . . . 1809
- Aigle Noire, 1710 (French)**
- Aiguille, 1803 (French)**
- Aimable, 1782 (French)—**
 Lord Hood's occupation and operations at Toulon . . . 1793
 Destroyed French "Sans Culotte" . . . 1795
 Action with French "Pensée" . . . 1796
 Action with French "Bergère" . . . 1799
 The blockade of the French coast . . . 1804, etc.
 Actions with French invasion flotilla . . . 1804, etc.
 The attack on Ver Huell's flotilla . . . 1804, etc.
 Captured French "Iris" . . . 1809
 Operations at Geestendorf . . . 1809
- Aimable Nelly, 1810 (French). See also Amiable Nelly**
- Aimwell, 1795**
- Ajax, 1767—**
 Various operations in West Indies . . . 1780-1
 Hood's action with De Grasse . . . 1781
 Graves's action in the Chesapeake . . . 1781
 Hood's operations at St. Kitts . . . 1782
 The battle of Dominica . . . 1782
 Poles's affair in Aix Roads . . . 1799
 The blockade of Brest . . . 1800
 Pellew's operations in Quiberon Bay . . . 1800
 Lord Keith's expulsion of the French from Egypt . . . 1801
 Calder's action off Ferrol . . . 1805
 The blockade of Cadiz . . . 1805
 The battle of Trafalgar . . . 1805
 Accidentally burnt in Mediterranean . . . 1807
 The blockade of Toulon . . . 1809-10
 Affair at Palamos, Catalonia . . . 1810
 Assisted to capture French "Dromadaire" . . . 1811
 The reduction of San Sebastian . . . 1813
 Captured French "Alcion" . . . 1814
 The expeditions to the Baltic . . . 1854-5
 The bombardment of Bomarsund . . . 1854
- Akbar, 1801—**
 The reduction of Java . . . 1811
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Alaart, 1807 (Netherlands)—
 Action with a Danish gunboat flotilla . . . 1809
 Captured by the Danes . . . 1809

Alarde, 1225

Alarie, 1807 (Danish)

Alarm, 1758—
 First ship to have bottom coppered . . . 1761
 The capture of Havana . . . 1762
 Captured Spanish "Thetis" . . . 1762
 Captured Spanish "Fenix" . . . 1762
 The battle of Dominica . . . 1782
 Assisted to capture French "Duras" . . . 1795
 Destroyed French "Liberté" . . . 1795
 The capture of Trinidad . . . 1797
 Captured French "Légère" . . . 1803
 British interests at Bluefields . . . 1848
 The reduction of Serapqui . . . 1848

Alban, 1806—
 Action with Danish gunboat flotilla . . . 1810
 Captured by the Danes . . . 1810
 Action with the Danes . . . 1811
 Wrecked off Aldborough . . . 1812
 The expedition to the Baltic . . . 1854
 Important surveying work in the Baltic . . . 1854

Albanaise, 1799—
 Operations in the Mediterranean . . . 1799-1800
 Carried to Spain by mutinous crew . . . 1800

Albany, 1719—
 Attempted discovery of North-West
 Passage . . . 1719
 Action with French ships . . . 1746
 Captured by the French . . . 1746
 Captured French "Faisan" . . . 1761

Albert, 1793, Prince Albert, Royal Albert—
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 at Toulon . . . 1793
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 The capture of Kinburn . . . 1855

Alcedo, 1595—
 The Earl of Cumberland's eighth voyage . . . 1595
 The Earl of Cumberland's tenth voyage . . . 1598
 The capture of Lanzarote . . . 1598
 The capture of San Juan Puerto Rico . . . 1598

Alceste, 1793 (French)—
 The capture of Madeira . . . 1807
 The blockade of Toulon . . . 1808-9
 Capture of a Spanish convoy off Cadiz . . . 1808
 Operations at Fréjus . . . 1810
 Operations at Parenzo . . . 1811
 Assisted to capture French "Pomone" . . . 1811
 Assisted to capture French "Persanne" . . . 1811
 Boat operations at Lake Borgne . . . 1814
 Lord Amherst's embassy to China . . . 1816
 Forced passage of the Canton River . . . 1816
 Useful survey work in China . . . 1816
 Wrecked off Pulo Leat . . . 1817
 The reduction of Petropaulovski . . . 1855

Alcide, 1755 (French)—
 Assisted to capture French "Robuste" . . . 1758
 The capture of Quebec . . . 1759
 The capture of Montreal . . . 1760
 Operations in River St. Lawrence . . . 1760
 The conquest of Canada . . . 1760
 The capture of Martinique . . . 1762
 The capture of Havana . . . 1762
 Hood's action with De Grasse . . . 1781
 Graves's action in the Chesapeake . . . 1781
 Hood's action with De Grasse at St. Kitts . . . 1782
 The battle of Dominica . . . 1782
 Lord Hood's occupation and operations
 at Toulon . . . 1793
 The bombardment of Fornielli . . . 1793
 Accidentally blew up after capture . . . 1795

Alcinois, 1813 (French)

Alcmène, 1779 (French), Alcmene—
 Captured French "Légère" . . . 1798
 Assisted to capture Spanish "Santa
 Brigida" . . . 1799
 Nelson's attack on Copenhagen . . . 1801
 Various operations in the Mediterranean . . . 1808-9
 Wrecked off Nantes . . . 1809
 Saurin's boat action near Curzola . . . 1812
 Captured French "Agile" . . . 1813

Alcudia, 1801 (Spanish)

Aldborough, 1690, Alborough, Albrough, Alboro—
 The bombardment of Calais . . . 1695
 Destroyed by the French . . . 1695
 The expedition to Belle Isle . . . 1761

Alderney or Aldernay, 1740—
 Vernon's attack on Chagres . . . 1740
 Vernon's operations at Cuba . . . 1741
 The blockade of Dunkirk . . . 1759

Alecto, 1780—
 Trials of paddle *versus* screw . . . 1845
 Forced passage of Parana River Forts . . . 1846
 Operations against the King of Dahomey . . . 1861
 Operations in River Niger . . . 1883
 Operations at Patatin in River Niger . . . 1886
 Operations against Fodeh Cabbah . . . 1891-2
 Operations in Scarcies River . . . 1892
 Bedford's punitive expedition in River
 Gambia . . . 1894
 Boat operations in Brohemie Creek . . . 1894
 The Brohemie Creek expedition . . . 1894
 Rawson's punitive expedition to Benin . . . 1897
 The Sierra Leone Rebellion . . . 1898

Alexander, 1689, Alexandre. See also John and Alexander, etc.—

Lost . . . 1689
 Captured French "Solebay" . . . 1746
 Kempenfeldt's capture of De Guichen's
 convoy . . . 1781
 Early Australian colonists . . . 1788
 Scouting affairs off Ushant . . . 1794
 Action with French ships "Jean Bart"
 and "Tigre" . . . 1794
 Captured by the French . . . 1794

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- Nelson's search for Brueys in Mediter-
ranean 1798
- The battle of the Nile 1798
- Assisted to destroy French "Orient" . . . 1798
- Assisted to capture French "Heureux" . . 1798
- Assisted to capture French "Mercure" . . 1798
- The blockade of Malta 1798-1800
- Operations at Porto Ferraio 1801
- Arctic exploration in Davis Strait . . . 1818
- The New Zealand war 1864
- Alexandria, 1801—**
Boat operations at Ensenada, etc. . . . 1806
- Alfred, 1793 (hired and armed)—**
Operations against French 1793, etc.
- Algésiras, 1805 (French) —**
Recaptured at Trafalgar 1805
- Algier, 1672, Algiers, Argier—**
Various operations against Dutch in
North Sea 1672
- Captured a Dutch privateer 1672
- The Black Sea expedition 1855
- The capture of Kertch 1855
- The capture of Kinburn 1855
- Alice and Francis, 1672. See also Francis, etc.—**
The battle of Solebay 1672
- Alkmaar, 1797 (Netherlands)**
- Allart, 1807 (Danish)**
- Allegiance, 1779—**
Action with French frigates off Cape
Breton Island 1781
- Action with American vessels 1782
- Captured by the Americans 1782
- Allègre, 1797 (French)**
- Alliance, 1795, Alliantie—**
The bombardment of Alexandria 1799
- The defence of Acre 1799
- Alligator, 1780—**
Operations against Dutch on Gold Coast . 1781
- Engagement with French "Fée" 1782
- Captured by the French 1782
- Captured the Islands of St. Pierre and
Miquelon 1793
- Captured French "Liberté" 1794
- Hired and armed vessel employed against
the enemy 1793-4, etc.
- Lord Keith's expulsion of the French
from Egypt 1801
- The capture of Surinam 1804
- The first Burmese war 1824-5
- The blockade at Amoy 1841
- Operations at Anunghoy 1841
- Operations against Chinese pirates 1857
- Almirante, 1829 (Spanish slaver)**
- Alnwick, 1809 (hired)**
- Alonzo, 1801**
- Alphea, 1806—**
Action with French "Renard" 1813
- Blew up in action and was lost 1813
- Alphen, 1694**
- Alpheus, 1814**
- Althorpe or Althorp (hired and armed), 1804—**
Operations against French 1804
- Foundered in the Channel 1805
- Amaranthe, 1796 (French)—**
Operations in the West Indies 1798, etc.
- Wrecked off Florida 1799
- Destroyed French "Cygne" 1808
- The capture of Martinique 1809
- Amberwitch (Indian Naval name), 1865 (?)**
- Amboyna, 1796 (Netherlands)**
- Ambuscade, 1746—**
Anson's action with De la Jonquière . . 1747
- Captured French "Vainqueur" 1757
- Boscawen's action with De la Clue off
Lagos 1759
- Operations in the River Plate 1762
- Captured French "Hélène" 1779
- Operations in the Chesapeake 1781
- Assisted to capture French "Hirondelle" . 1798
- Action with French "Bayonnaise" 1798
- Captured by the French 1798
- The blockade of Toulon 1804
- Amelia, 1796, Amélie, Princess Amelia—**
Vernon's attack on Cartagena 1741
- Hawke's expedition against Rochefort . . 1757
- The capture of Quebec 1759
- The expedition to Belle Isle 1761
- The Doggerbank fight 1781
- Warren's action with Bompert 1798
- Engagement with French frigates off
Belle Isle 1799
- The blockade of Brest 1800
- The expedition to Ferrol 1800
- Operations in Basque Roads 1808
- Assisted to capture French "Mouche" . . 1809
- Assisted to destroy French "Amazoné" . 1811
- Action with French "Aréthuse" 1813
- America, 1650, Amerique—**
The blockade of Lisbon 1650
- Various operations against Royalist fleet . 1650-1
- Boscawen's action with De la Clue off
Lagos 1759
- Destroyed French "Océan" 1759
- The capture of Manilla 1761
- Keppel's action with D'Orvilliers off
Ushant 1778
- Took possession of French "Licorne" . . 1778
- Arbuthnot's action with Des Touches . . 1781
- Graves's action in the Chesapeake . . . 1781
- Hood's action with De Grasse at St. Kitts . 1782
- The battle of Dominica 1782
- The capture of Simonstown 1795
- The capture of the Cape of Good Hope . . 1796
- The surrender of a Dutch squadron at
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- The operations in River Vlieter and
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Operations on Somali coast	1827
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Amity, 1592—	
Captured two Spanish vessels	1592
Ayscue's action with the Dutch . . .	1652
The first battle off the North Foreland	1653
The action off Katwijk	1653
The battle of Scheveningen	1653
Captured a Dutch ship	1654
Blake's attack on Porto Farina . . .	1655
The blockade of the French coast . .	1804
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Amphion, 1780—	
Recaptured British "Bonetta" from the French	1782
Accidentally burnt at Plymouth . . .	1796
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Assisted to capture Spanish treasure frigates	1804
Nelson's search for Villeneuve in the West Indies	1805
The reduction of Cotrone	1806
Action in Rosas Bay	1808
Boat operations at Melada	1809
The bombardment of Pessaro	1809
Boat operations at Cortellazzo . . .	1809
Boat operations at Grado	1810
Hoste's action off Lissa	1811
Assisted to destroy French "Favorite" .	1811
Assisted to capture Venetian "Corona" .	1811
Assisted to capture Venetian "Bellona" .	1811
The expeditions to the Baltic	1854-5
The blockade of the Gulf of Riga . . .	1854
The attack on Bomarsund	1854
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Amsterdam, 1804 (Netherlands)	
Amy, 1803 (hired)	
Anaconda, 1814	
Anacreon, 1799 (French)—	
Foundered in the Channel	1814
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Andrew, 1417, St. Andrew—	
Operations in Scottish waters	1497
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Wimbleton's expedition to Cadiz . . .	1625
The blockade of Lisbon	1650
Various operations against Royalist fleet	1650
Blake's action with Tromp off Dover .	1652
The battle of the Kentish Knock . . .	1652
The first battle off the North Foreland .	1653
The action off Katwijk	1653
The battle of Scheveningen	1653
Blake's attack on Porto Farina . . .	1655
The battle of Solebay	1672
The battle off Beachy Head	1690
The battles off Barfleur and La Hogue .	1692
The Fenian disturbances in Canada . .	1865-7
Anémone, 1761 (French)	
Angel, 1694	
Anglesea, 1693, Anglesey—	
Captured French "St. Louis"	1694
Action with Duguay Trouin's squadron	1695
Assisted to recapture British "Scarborough" from French	1711
The attack on Cartagena	1740
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Anglia, 1855—	
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Anholt, 1810 (armed ship)—	
The occupation and defence of Anholt	1810-11
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The action at Bergen	1665
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The battle off Beachy Head	1690
Burnt after the Beachy Head battle . .	1690
Anson's circumnavigation	1739, etc.
Operations against French (hired) . .	1795, etc.
Captured Spanish "Vincejo"	1807
Action with Spanish gunboats	1807
Anna Maria, 1814 (hired?). See also Maria, etc.—	
Operations in River Potomac	1814
The capture of Alexandria	1814
Ann Crichton (armed transport), 1839?—	
The capture of Aden	1839
Anne and Christopher, 1674. See also Christopher, etc.—	
Narborough's convoy to the Mediterranean	1675
Anne and Joyce, 1653 (hired armed merchantman)—	
The first battle off the North Foreland .	1653
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Anne and Teresa, 1801	
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Anne Gallant, 1512. See also Gallant, Hugh Gallant, etc.	

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Ann Galley, 1702. See also Black Galley, Mary Galley, Milford Galley, Towing Galley, etc.—

Benbow's action with Du Casse . . .	1702
Attacked Spanish "San Isidoro" . . .	1743
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Attacked Spanish "Real Felipe" . . .	1744
Expended in action off Toulon . . .	1744

Anne Piercey, 1653—

The first battle off the North Foreland . . .	1653
The action off Katwijk . . .	1653
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Anne Royal, 1608, Royal Anne. See also Ann, Anne, Anna, etc.—

Wimbledon's expedition to Cadiz . . .	1625
Bilged on her anchor, but raised again . . .	1636
Leake's operations in Mediterranean . . .	1705-6
The capture of Alicante . . .	1706
Operations on Portuguese coast . . .	1712
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Operations on coast of Scotland . . .	1716
Lost . . .	1721
Foundered off the Lizard . . .	1729

Annesley, 1818

Annettin, 1885 (derelict)

Fitted out, but turned over to the War Office for submarine mining at Liverpool . . .	1885-1912
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The expedition to Quiberon . . .	1795
Action with French ships off Pointe du Raz . . .	1796
Warren's action off Audierne Bay . . .	1797
Captured French "Daphné" . . .	1797
Warren's action with Bompard . . .	1798
Assisted to capture French "Loire" . . .	1798
Captured Spanish "Gibraltar" . . .	1800
Action with French "Foudroyant" . . .	1806
Assisted to capture Spanish "Pomona" . . .	1806
The capture of Curaçao . . .	1807
Captured Dutch "Suriname" . . .	1807
Wrecked off Mount's Bay . . .	1807
The blockade of Brest . . .	1808

Answer, 1590—

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Antelope, 1546, Anthelope, Antilope—

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Essex's voyage to the islands . . .	1597
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Seceded from Parliamentary control . . .	1648
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The capture of Mariegalante . . .	1691
The attack on Guadeloupe . . .	1691
Wrenn's action off Désirade . . .	1692
Assisted to capture Spanish Philippist ships . . .	1704
Escorted and defended several convoys . . .	1704
Leake's action with De Pointis . . .	1705
Assisted to capture French "Arrogant" . . .	1705
Action with French 70-gun ship . . .	1705

Action with French "Aquila" . . .	1757
Captured French "Bellicieux" . . .	1758
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Succoured the "Marlborough" . . .	1762
Captured French "Atalante" . . .	1793
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Anthony, 1416. See also St. Anthony—

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Captured several small prizes . . .	1596
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The capture of Lanzarote . . .	1598
The capture of San Juan de Puerto Rico . . .	1598

Antigua, 1757—

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Captured by the French . . .	1781

Apelles, 1808—

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Aphrodite, 1827 (Pirate)

Apith, 1808 (Russian)

Applewhite, 1757

Apropos, 1808 (French)—

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Aquila, 1832 (slaver)

Arachne, 1809—

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Operations in the Irrawaddy . . .	1824-5
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Araxes, 1813

Arc, 1801 (French)

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Archer, 1801—

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Actions with French off Boulogne . . .	1804-5
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Captured French lugger "No. 432" . . .	1804
Captured two Dutch gunboats . . .	1805
The capture of Bonbee, etc. . .	1851
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- Affairs at Pernau and Dwina . . . 1855
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- Ardeseer**, 1804 (Indian country ship)—
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- Arendal**, 1807 (Danish)
- Arethusa**, 1759, **Arethuse**—
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Keppel's action with D'Orvilliers off Ushant . . . 1778
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Warren's frigate action off the Channel Islands . . . 1794
Assisted to capture French "Pomone" . . 1794
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Assisted to drive ashore French "Espion" . 1794
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The capture of Trinidad . . . 1797
Captured French "Gaieté" . . . 1797
Assisted to capture Spanish "Pomona" . 1806
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Boat operations at Baigno . . . 1809
Boat operations at Paissance, etc. . . 1809
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The bombardment of Sebastopol . . . 1854
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- Argo**, 1758—
The blockade of Dunkirk . . . 1759
French frigate challenges but then refuses action . . . 1759
The capture of Manila . . . 1761
Action with two French frigates . . . 1783
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The defence of a convoy . . . 1795
The capture of Fornello, Mercadel, etc. . 1798
The capture of Minorca . . . 1798
Recaptured British "Petrel" from French . . . 1798
Captured Spanish "Santa Teresa" . . . 1799
Capture of Dutch possession of Demerara, etc. . . 1803
Capture of Dutch possessions Essequibo and Berbice . . . 1803
Captured French "Joseph" . . . 1809
- Argus**, 1794 (hired)—
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Forced passage of the Straits of Simonoseki . . . 1864
The defence of Chefoo . . . 1867
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- Ariane**, 1797 (French)
- Ariel**, 1777—
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Lost near Sable Island . . . 1828
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The blockade of the White Sea . . . 1855
Operations in Gulf of Meyen . . . 1855
Boat operations at Kandalak . . . 1855
The suppression of piracy in Persian Gulf . . . 1857, etc.
Captured eighteen African slavers . . 1862-4
Hewett's punitive expedition in River Congo . . . 1875
Hewett's punitive expedition in River Niger . . . 1876
The blockade of Dahomey . . . 1876-7
Wrecked on Ricasoli Breakwater, Malta 1907
- Aristocrat**, 1795 (hired)—
The attack at Erqui . . . 1796
Assisted to destroy French "Etourdie" . 1796
Captured French gunboat "No. 57" . . 1800
- Ark**, 1587, **Ark Royal**, **Ark Raleigh**—
The campaign of the Spanish Armada . . 1588
The capture of Cadiz . . . 1596
- Armada**, 1810—
The blockade of Toulon . . . 1813
Distant action off Cape Sicié . . . 1813
The defence of a convoy . . . 1814
- Armide**, 1781 (French)—
Boat operations in Basque Roads . . . 1810
Operations in Lake Borgne . . . 1814
Various operations on American coast . 1814
- Arms of Holland**, 1652 (Netherlands)—
The first battle off the North Foreland 1653
The action off Katwijk . . . 1653
The battle of Scheveningen . . . 1653
Penn's operations in the West Indies . 1655
- Arms of Hoorn**, 1673 (Netherlands)
- Arms of Rotterdam**, 1673 (Netherlands). See also **Rotterdam**
- Arrow**, 1796—
Captured Dutch "Draak" . . . 1799
An attack on a Danish convoy . . . 1800
Nelson's operations at Copenhagen . . 1801
The defence of a convoy . . . 1805
Action with French "Hortense" . . . 1805
Action with French "Incorruptible" . . 1805
Captured by French . . . 1805
The Russian war . . . 1855
The Black Sea Expedition . . . 1855
The capture of Kertch . . . 1855
Operations in the Sea of Azof . . . 1855
The capture of Kinburn . . . 1855
The affair at Canton . . . 1856

THE KING'S SHIPS

Artémise, 1808 (French)—
Burnt after capture 1808

Arthur, 1804 (hired and armed)—
Operations in the Mediterranean . . . 1805
Captured by the French 1805

Artigo, 1544

Artois, 1780 (French). See also Comte d'Artois—
The Doggerbank fight 1781
Assisted to destroy French "Volontaire" . 1794
Assisted to drive ashore French "Espion" . 1794
Assisted to drive ashore French "Alerte" . 1794
Captured French "Révolutionnaire" . . 1794
The Quiberon expedition 1795
Action with French frigates off Pointe du Raz 1796
Assisted to destroy French "Calliopé" . 1797

Arundel, 1694

Arve Prinds Frederiek, 1807 (Danish). See also Frederiek, etc.

Arve Prinsen, 1807 (Danish)

Ascension, 1588—
The campaign of the Spanish Armada . . 1588
Harassed the Spaniards in the West Indies 1595
Operations off Lisbon 1596
The Earl of Cumberland's tenth expedition 1598
The capture of Lanzarote 1598
The capture of San Juan de Puerto Rico . 1598
The foundation of the East India Company 1600

Asia, 1678—
Vernon's action with Tronjoly 1778
The blockade and capture of Pondicherry . 1778
The capture of Martinique 1794
Codrington's operations before Navarino . 1827
The battle of Navarino 1827
The blockade of the Syrian coast . . . 1840
The Russian war (transport) 1854

Asp, 1797—
Popham's expedition to Ostend 1798
The blockade of Guadeloupe 1809

Aspic, 1796 (French)

Assault, 1797

Assaye, 1809 (E.I.C.)—
Bay of Bengal surveys (E.I.C.) 1809
Operations near Zanzibar (E.I.C.) . . . 1859

Assens, 1807 (Danish)

Assistant, 1760

Association, 1696—
Rooke's expedition to Cadiz 1702
Destruction of Franco-Spaniards at Vigo . 1702
The passage of the Var 1707
The siege of Toulon 1707
Wrecked among the Scilly Islands . . . 1707

Assurance, 1603—

Wimbleton's expedition to Cadiz . . . 1625
Operations on Dutch coast 1627
The ship money fleets 1636-7
The blockade of the Tagus 1650
Various actions against Royalist ships . . 1650
Blake's action with Tromp off Dover . . 1652
Blake's action with Vendôme 1652
The first battle off the North Foreland . 1653
The action off Katwijk 1653
The battle of Scheveningen 1653
Various operations in the Mediterranean . 1704
The battle off Velez Malaga 1704
Leake's action with De Pointis 1705
Tollet's action with Duguay Trouin . . . 1709
Assisted to recapture British "Atalanta" from Americans 1781
Various operations on American coast . 1781, etc.
The capture of Martinique, Guadeloupe, St. Lucia, etc. 1794

Assuré, 1702 (French)

Astell, 1809 ? (E.I.C.)—
Gallant action with French ships (E.I.C.) . 1810

Asuncion, 1762 (Spanish)

Atalanta, 1775, Atalante, Athalante—

Various operations on American coast . 1780, etc.
Action with American "Alliance" . . . 1781
Captured by the Americans 1781
Recaptured by the British 1781
Operations on the Malabar coast 1791
Boat operations in Peneir Estuary . . . 1803
Hood's action with Soleil off Rochefort . 1806
Wrecked off Halifax 1813
Operations at Amoy (E.I.C.) 1840
Foundered in the Atlantic 1880

Ataran, 1885 (Irrawaddy flotilla)—

Operations in the Irrawaddy 1885
The capture and occupation of Mandalay . 1885
The annexation of Burmah 1885

Athénien, 1800 (French), Athénienne—

Various operations in the Mediterranean 1800-1
The capture of the Island of Capri . . . 1806
Wrecked near Sicily 1806

Atholl, 1820

Atlantic, 1793 (hired and armed)—

Operations against French 1793, etc.

Atlas, 1782—

The blockade of Rochefort 1798
Duckworth's action off San Domingo . . 1806
Assisted to capture French "Brave" . . . 1806

Attack, 1794—

Boat operations at Doëlan 1806
Various operations in the Mediterranean . 1808
The blockade of the French coast . . . 1812, etc.
Actions with French invasion flotilla . 1812, etc.
Boat operations off Calais 1812
Action with Danish gunboats off Anholt . 1812
Captured by the Danes 1812

THE KING'S SHIPS

Attendance, 1854

Auckland, 1841 (E.I.C.)—

- Operations in China (E.I.C.) . . . 1841-2
- The Yang-tse-Kiang expedition (E.I.C.) . 1842
- The capture of Chingkiang (E.I.C.) . . 1842
- Operations against Borneo pirates
(Indian Navy) 1856-7
- Operations during the Indian Mutiny
(Indian Navy) 1857, etc.

Audacious, 1785—

- Operations in Cancale Bay 1793
- Assisted to destroy French "Républi-
caine" 1794
- Assisted to destroy French "Inconnue" . 1794
- Action with French "Révolutionnaire" . 1794
- Action with French "Bellone" 1794
- Hotham's action off Hyères 1795
- The blockade and operations off Cadiz . 1797
- The battle of the Nile 1798
- Assisted to capture French "Con-
quérant" 1798
- Nelson's operations at Naples 1799
- The blockade of Malta 1800
- Saumarez's action off Algeciras . . . 1801
- Saumarez's action in Straits of Gibraltar 1801
- The blockade of Ferrol 1808
- The Walcheren Expedition 1809

Augusta, 1710. See also Princess Augusta—

- Vernon's operations in Cuba 1741
- Forrest's action off Cape François . . 1757
- Various operations on American coast . 1777
- The attack on Fort Mifflin 1777

Augustine, 1653. See also San Augustin

August Prize, 1695, August, Auguste—

- Operations in the Baltic 1716
- Wrecked in the Baltic 1716
- Destroyed after capture at Toulon . . 1793

Augustus, 1800. See also Prince Ernest Augustus—

- Wrecked near Plymouth 1801

Aurore, 1697 (French), Aurora. See also Petite Aurore—

- Barrington's defence of St. Lucia . . 1778
- Lord Hood's occupation and operations
at Toulon 1793
- The capture of Fornella, Mercadel, etc. . 1798
- The capture of Minorca 1798
- Operations at San Domingo 1808-9
- Various operations in West Indies . . 1808-9
- Action with French "Iphigénie" (E.I.C.) 1810
- Action with French "Astrée" (E.I.C.) . 1810
- The reduction of Java (E.I.C.) . . . 1811
- Various affairs in China (E.I.C.) . . . 1840-1
- The Fenian disturbances in Canada . . 1866
- Seagoing training ship for cadets . . 1870, etc.
- Various operations in China 1900

Australia, 1886

Australian, 1849

Authority, 1598

Autumn, 1801—

- The blockade of the French coast . . 1803-4
- Actions with French invasion flotilla . 1803-4
- The bombardment of Calais 1803
- Affairs off Boulogne 1804

Auxiliary, 1809 (hired)

Avatska, 1854 (Russian)

Avenger, 1778—

- The capture of Martinique 1794
- Operations at Guadeloupe, St. Lucia, etc. 1794
- Operations on Dutch coast 1803
- Foundered off the Weser 1803
- Wrecked off St. John's, Newfoundland . 1812
- Wrecked on Sorelle Rocks, Mediter-
ranean 1847

Aventure, 1712 (French)

Aventurier, 1798 (French)

Avernus (New South Wales Naval name)

Avonturier, 1806 (Netherlands)

Azov, 1855

BACCHANTE

The Wars of the French Revolution and Empire—

Captured Spanish "Elizabeth"	1805
Boat attack at Mariel, in Cuba	1805
Captured Spanish "Felix"	1805
Boat attack at Santa Marta, Colombia	1806
Captured French "Dauphin"	1807
Action at Samana Bay, San Domingo	1807
Captured French "Griffon"	1808
"Main lateen moon-rakers"	1808
Action at Canale de Leme, Istria	1812
Captured French "Tisiphoné"	1812
Boat attack at Apulia	1812
Boat attack in Adriatic	1813
Assisted to capture French "Indomptable," "Diligente," "Arrogante," "Salamine," and "Calypso"	1813

Captured French "Alcinoüs," and French "Vigilante"

Engagement with French "Le Griffon"	1813
Captured Carlopago, in Croatia	1813
Boat attack at Giulianova, Abruzzi	1813
The capture of Fiume	1813
The reduction of Porto Re, Adriatic	1813
Action and reduction of Rovigno	1813
The capture of San Giorgio	1813
The bombardment and capture of Cattaro and Ragusa	1814

The War with America—

Operations in Penobscot River, etc.	1814
The tour of the sons of H.R.H. The Prince of Wales (later King Edward VII.)	1879-80



BACCHANTE.—A Bacchante is a priestess or devotee of Bacchus, the god of wine.

The first "BACCHANTE" was a French 18-gun corvette. She was of 642 tons, and carried a crew of 175 men. Her length, beam, and draught were 131 ft., 33 ft., and 12 ft.

She was captured on June 25th, 1803, by the "Endymion," Captain the Hon. Charles Paget, after an eight hours' chase, in which the "Endymion's" bow guns killed 1 French lieutenant and 7 men, besides wounding 9 others. The "Bacchante's" fire did no harm. The "Bacchante" was a new ship and a fast sailer, and she was added to the British Navy under her own name.

On April 3rd, 1805, the "Bacchante," commanded by Captain Charles Dashwood, captured the Spanish 10-gun letter of marque "Elizabeth."

On April 5th, 1805, the boats from the "Bacchante," Captain Charles Dashwood, were sent into the small harbour of Mariel in Cuba to attack some French vessels. Lieutenant Oliver and 13 men gallantly stormed a martello tower 40 ft. high, loopholed for muskets, and manned by 31 Spaniards. They then carried off two sugar-laden schooners, and returned to the "Bacchante" with but one man badly wounded.

On May 14th, 1805, the "Bacchante," commanded by Captain Charles Dashwood, captured the Spanish 6-gun letter of marque "Felix."

On August 29th, 1806, the boats from the "Bacchante," Captain James Richard Dacres, made a bold dash under a heavy fire into the port of Santa Marta on the Colombian coast, and captured a Spanish armed brig and two feluccas.

On February 14th, 1807, the "Bacchante," commanded by Captain James Richard Dacres, captured off San Domingo the French 3-gun schooner "Dauphin."

In March 1807 the "Bacchante," Captain J. R. Dacres, having the "Mediator" and "Dauphin" in company, proceeded to attack a notorious nest of French privateers in Samana Bay, San Domingo. The "Dauphin" flew French colours, the "Mediator" sported a neutral

THE KING'S SHIPS

BACCHANTE

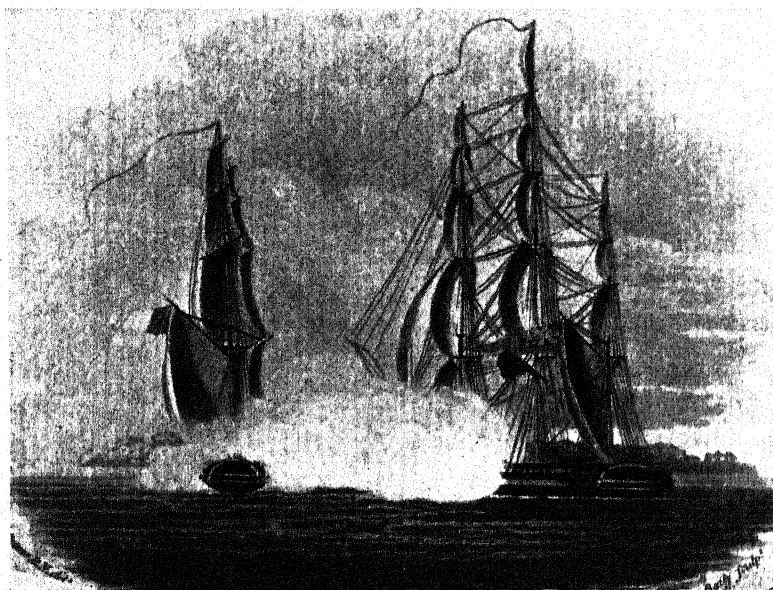
flag, and the "Bacchante" was disguised as a prize. Deceived by this ruse the French allowed the ships to get close in, and a hot action at once began. The fort was cannonaded for four hours, and then most gallantly stormed by a landing party from the fleet. The French vessels in the harbour were captured, and the British lost 2 killed and 16 wounded. The French retired into the forest, so their losses are not known.

On May 11th, 1808, the "Bacchante," commanded by Captain Samuel Hood Inglefield, captured, off San Antonio, Cuba, the French 16-gun brig "Griffon." Though much inferior in force, the gallant Frenchman offered a brave resistance, and did not surrender till she was almost among the breakers.

In this action the "Bacchante," to catch up her swift antagonist, set not only skysails but a main lateen "moon-raker," this being hoisted 14 ft. above the main top-gallant masthead.

In 1809 the "Bacchante" was sold.

The second "BACCHANTE" was a 38-gun frigate, launched at Deptford in 1811. She was of 1077 tons, and carried a crew of 300 men. Her length, beam, and draught were 154 ft., 40 ft., and 14 ft.



After Lieutenant Evans, R.N. Engraved by J. Bailey. Royal United Service Institution.

SECOND "BACCHANTE" ENGAGES "GRIFFON."

On August 31st, 1812, the boats from the "Bacchante," commanded by Captain William Hoste, proceeded into the Canale de Leme, in Istria, and attacked and captured nine merchant vessels laden with timber. Not satisfied with this, they captured the 3-gun xebec "Tisiphoné" and two other gunboats.

On September 18th, 1812, the boats from the "Bacchante," Captain William Hoste, attacked and captured a French convoy of 18 merchantmen which had hauled aground on the coast of Apulia. The attacking party only numbered 72 men, but they rowed with such deter-

mination that the escort of eight armed vessels fled incontinently and left the convoy to more worthy masters.

On January 6th, 1813, the boats from the "Bacchante," Captain William Hoste, assisted by the "Weazel," attacked five French gunboats at the mouth of the Adriatic. When the first one was captured her guns were at once turned on her late comrades, and they speedily surrendered, astonishing to say, without British loss. The names of the captured vessels were the "Indomptable," 2 guns; "Diligente," 2 guns; "Arrogante," 2 guns; "Salamine," 2 guns; and "Calypso," 1 gun.

On February 14th, 1813, the manned and armed barge from the "Bacchante," Captain William Hoste, chased, engaged, and captured off Otranto the French 2-gun gunboat "Alcinotis." The French had 2 killed and 9 wounded, while Lieutenant Silas Hood, who commanded the barge, was the only man wounded on the English side.

On February 14th, 1813, the "Bacchante," Captain William Hoste, captured the French armed despatch boat "Vigilante" off Otranto.

On April 30th, 1813, the "Bacchante," commanded by Captain William Hoste, had a running engagement with the French brig "Le Griffon."

On May 15th, 1813, the "Bacchante," Captain William Hoste, arrived off Carlopago on the coast of Croatia, and at once attacked the batteries. The place soon surrendered, and Captain Hoste landed a party of men. They blew up a fort, destroyed the public

buildings, and carried off eight guns. The "Bacchante" on this occasion had 4 men badly wounded.

On June 12th, 1813, the boats from the "Bacchante," Captain William Hoste, proceeded into the town of Giulianova on the coast of the Abruzzi. Without the slightest hesitation they dashed in and attacked seven Neapolitan gunboats and four armed merchantmen. On shore were some troops with two field-pieces. Incredible as it may sound, Lieutenant Silas Hood landed his men under a withering fire, destroyed the field-guns, and, embarking his men, captured 14 French merchantmen, four of which were well armed. The "Bacchante" lost 3 killed and 6 wounded.

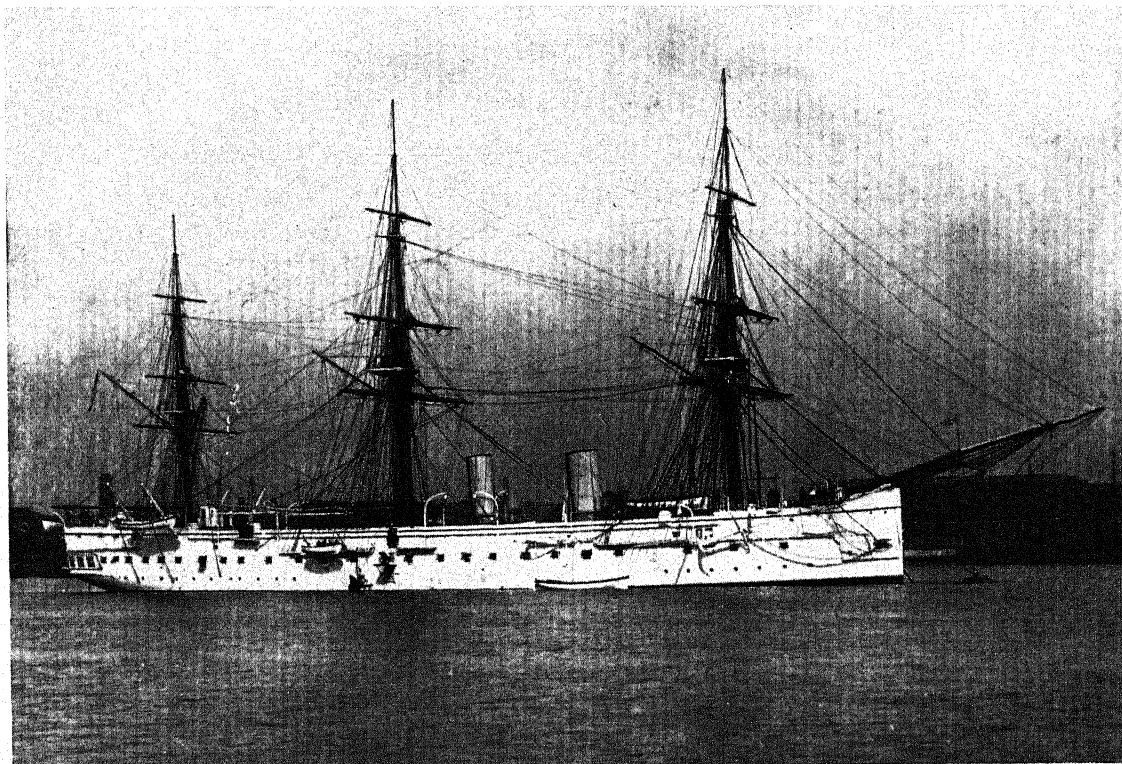
On July 3rd, 1813, the "Bacchante," commanded by Captain William Hoste, was one of a squadron of five ships commanded by Rear-Admiral Thomas Francis Fremantle with his flag in "Milford," which attacked the town of Fiume. The sea-face batteries were silenced, and Fremantle gave the order to land and storm. Led by the captains in their gigs, the men landed, captured two forts, dashed through the town in spite of the fire from the windows and a field-gun in the main street, and drove the defenders into a large house in the chief square. The French then fled, whereupon all stores were taken possession of, and all guns rendered useless. Some 90 vessels were captured in the harbour, and the British only lost 1 man killed and 6 men wounded.

On July 5th, 1813, the captains of the "Bacchante" and "Milford" landed at Porto Re, south of Fiume, in the Adriatic, and found that the enemy had abandoned the place. The batteries and works were then reduced and the guns rendered useless.



Engraved by W. Greatbatch. T. H. Parker, Brothers.

Wm. Hoste



THE FOURTH "BACCHANTE."

From the photograph by H. J. Symonds.

THE KING'S SHIPS

BACCHANTE

On August 2nd, 1813, the "Bacchante," Captain W. Hoste, in company with the "Eagle," discovered a convoy of 21 sail in Rovigno. The "Bacchante" stood in and silenced the batteries, which were at once abandoned, and landed seamen and marines. They cleared the town and disabled the guns.

On October 11th, 1813, the "Bacchante," Captain William Hoste, accompanied by the "Saracen," forced the passage of Castelnovo in the Bocche di Cattaro. The boats and two Sicilian gunboats were detached and captured four French gunboats. The town of San Giorgio was then made to surrender, in which the British lost 1 killed and 1 wounded.

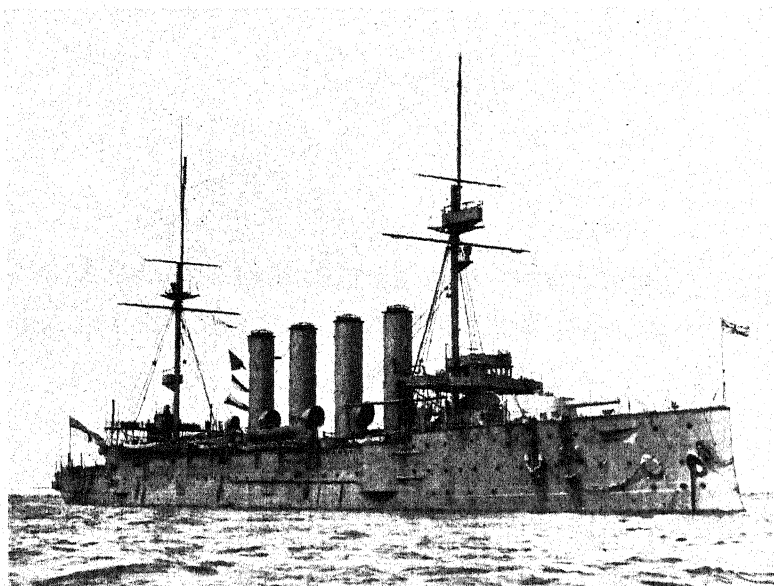
On January 5th, 1814, the "Bacchante," Captain William Hoste, having the "Saracen" in company, attacked the town of Cattaro in the Adriatic, which surrendered after a ten days' cannonade, in which the British lost 1 killed and 1 wounded.

On January 28th, 1814, these same two ships attacked and captured the town of Ragusa.

In August 1814 the "Bacchante," commanded by Captain Francis Stanfell, sailed from

Halifax in a squadron of four men-of-war, and ten transports with troops under Rear-Admiral Edward Griffith, with his flag in "Dragon," for the River Penobscot. *En route* they were joined by four other men-of-war. On September 1st they captured the town of Castine, and sending the boats with troops up the river to Hamden, they captured several American privateers, and caused the Americans to burn the 36-gun frigate "Adams."

The "Bacchante" ended her career as receiving ship at Sandgate Creek, and as cholera ship at Deptford, and was broken up in 1857.



From the photograph by Ernest Hopkins.

THE FIFTH "BACCHANTE."

screw frigate, completed at Portsmouth in 1859. She was of 2667 tons, and carried a crew of 560 men; 600 horse-power gave her a speed of 12 knots, and her length, beam, and draught were 235 ft., 50 ft., and 15 ft.

In 1869 this ship was broken up at Portsmouth.

The fourth "BACCHANTE" was a 16-gun screw corvette, launched at Portsmouth in 1876. She was of 4130 tons, 5250 horse-power, and 15 knots speed. Her length, beam, and draught were 280 ft., 45 ft., and 23 ft.

In 1879 and 1880 the "Bacchante" made a voyage round the world, taking with her as midshipmen the two sons of H.R.H. the Prince of Wales, who was later His Majesty King Edward the Seventh.

H.R.H. Prince George of Wales, now His Most Gracious Majesty King George the Fifth, was borne on the books of this ship from July 25th, 1879, to August 31st, 1882, with the exception of the period between July 9th, 1881, and August 1st, 1881, when he was lent to the "Inconstant." An admirable account of the voyage will be found in *The Cruise of H.M.S. "Bacchante," 1879-82. Compiled from the Private Journals, Letters, and Note-books of Prince Albert Victor and Prince George of Wales. With additions by John N. Dalton.*

In 1885 the "Bacchante," flying the flag of Rear-Admiral Sir Frederick Richards, took part in the third Burmese war. The men from this ship formed part of the Naval Brigade which proceeded to the front on November 20th, under Commander Charles James Barlow. The "Bacchante" having had to come to Burmah from Zanzibar, her men arrived very late.

THE KING'S SHIPS

In 1897 the "Bacchante" was sold, and in 1898 she was broken up. A model of a portion of the hull was made from her timbers, and presented to H.R.H. the Duke of York, now His Majesty King George V., as a souvenir of the time when he served in the "Bacchante."

The fifth "BACCHANTE" is a 14-gun twin-screw cruiser, launched at Clydebank in 1901. She is of 12,000 tons, 21,520 horse-power, and 21 knots speed. Her length, beam, and draught are 440 ft., 69 ft., and 26 ft.

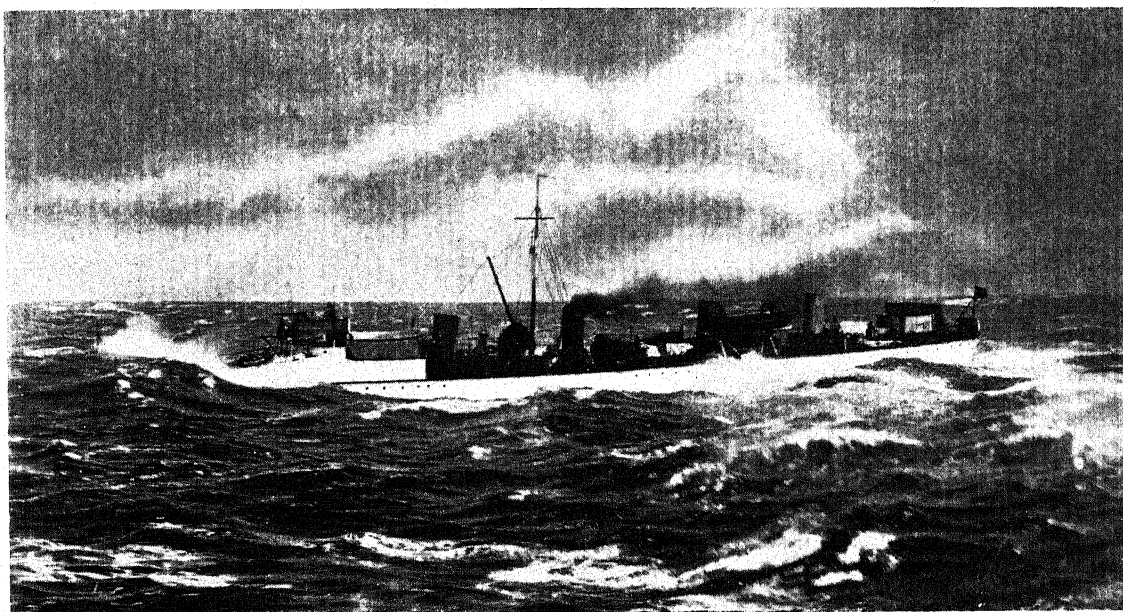
BANSHEE

The Russian War—The Capture of Kertch, 1855.



BANSHEE.—An Irish fairy attached to the house. A supernatural being in Irish and Scottish folklore, believed to warn families, by wailing under the windows of the house, of the speedy death of one of the members.

The first "BANSHEE" was a 2-gun paddle vessel, launched at Rotherhithe in 1847. She was of 670 tons, with 350 horse-power. Her length, beam, and draught were 189 ft., 27 ft., and 5 ft.



THE SECOND "BANSHEE."

From an enlargement by Stephen Cribb.

On May 22nd, 1855, the "Banshee," employed in the war with Russia, was one of a British fleet of 33 vessels co-operating with French, Turkish, and Sardinian forces under Rear-Admiral Sir Edmund Lyons, who flew his flag in "Royal Albert," which sailed from Kamiesh Bay. On May 24th they reached Kertch and landed troops. The Russians blew up their fortifications, abandoned a hundred guns and retired. These results were effected without loss to the allies, who captured 12,000 tons of coal.

In 1864 the "Banshee" was broken up.

The second "BANSHEE" was a twin-screw torpedo-boat destroyer, launched at Laird's Yard in 1894. She was of 290 tons, 4400 horse-power, and 27 knots speed. Her length, beam, and draught were 210 ft., 19 ft., and 7 ft.

In 1912 the "Banshee" was sold for £1780.

BARFLEUR

The War of the Spanish Succession—

Rooke's operations at Cadiz	1702
Destruction of Franco-Spanish fleets at Vigo	1702
Recaptured British "Dartmouth" from French	1702
The battle of Velez Malaga	1704

The War of the Quadruple Alliance—

The battle off Cape Passaro	1718
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The War of Jenkins's Ear, and of the Austrian Succession—

The battle of Toulon	1744
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The Seven Years' War—

The bombardment and reduction of Isle D'Aix	1758
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The War of American Independence—

Hood's action with De Grasse off Martinique	1781
Graves's action with De Grasse off the Chesapeake	1781
Hood's action with De Grasse off St. Kitts	1782
The battle of Dominica	1782

Captured French "Ville de Paris"	1782
Action with French ships in Mona Passage	1782

The Wars of the French Revolution and Empire—

The Glorious First of June	1794
Lord Bridport's action off Isle Groix	1795
Recaptured British "Nemesis" from French	1796
The battle of St. Vincent	1797
The blockade and bombardment of Cadiz	1797
Calder's action off Ferrol	1805
Boat attacks at Cassis	1813
A narrow escape	1814

The pacification of Crete 1897

The third China War—

The attempted relief of Peking	1900
Capture of the Taku Forts	1900
The relief, defence, and capture of Tientsin	1900
The relief of Peking	1900

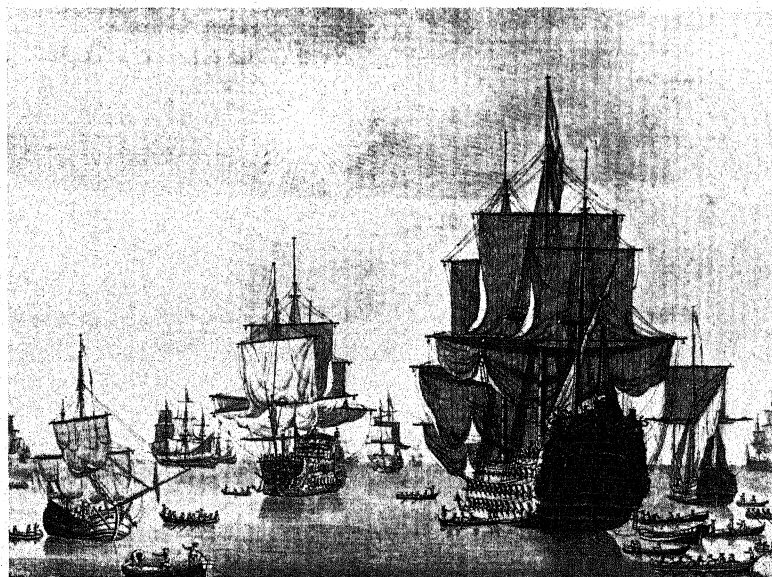
1692

BARFLEUR.—A town of France, 15 miles east of Cherbourg. It was formerly a considerable town, and from it William the Conqueror sailed with his army to effect the conquest of England. The town was destroyed and the harbour filled up by the English in 1346.

Cape Barfleur, on which there is a lighthouse 271 ft. high, is 18 miles east of Cherbourg. This name was introduced into the British Navy to commemorate Admiral Edward Russell's decisive victory over the French off Cape Barfleur in May 1692.

The first "BARFLEUR" was a 90-gun ship, launched at Deptford in 1697. She was of 1476 tons, and her length, beam, and draught were 163 ft., 46 ft., and 18 ft.

In 1702, while commanded by Captain Francis Wyvill, the "Barfleur" was one of the ships of the line in the Anglo-Dutch fleet, commanded by Admiral of the Fleet Sir George



After T. Baston. Engraved by J. Harris.

British Museum

THE FIRST "BARFLEUR."

Rooke, who flew his flag in "Somerset." There were 30 English and 20 Dutch ships of the line besides bombs, fireships, storeships, transports, hospital ships and tenders, making 160 sail in all. The fleet sailed on June 19th, 1702, and arrived off Cadiz on July 12th. On the 16th Rota surrendered to an attack by the allies. After this the men on shore became demoralised with indulgence in drink and other licentiousness. Nothing further was done except to hold councils of war, and after much indecision, the whole fleet withdrew from Cadiz on September 19th, 1702.

The fleet then proceeded to Vigo to find the combined French and Spanish

fleets inside the harbour of Redondela defended by a stout boom of masts, yards, and cables. Only a portion of the Anglo-Dutch fleet operated, and the "Barfleur" was stationed at the mouth of the harbour to attack the forts. After the boom was broken by Vice-Admiral Hopsonn in the "Torbay," the entire Franco-Spanish fleet was taken,

burned or destroyed, and enormous treasure and booty fell into the hands of the victors. This operation, in which 41 of the enemy's craft suffered, covered Rooke's inactivity at Cadiz. While still off Vigo the "Barfleur" engaged and captured the "Dartmouth," an English man-of-war which had been captured by the French seven years previously. As a new "Dartmouth" had been added to the Navy in the meanwhile, the prize was christened the "Vigo Prize," but her second career in England's service was short, because she was lost off Helevoetsluis in the following year.

After the fall of Gibraltar in 1704, in which capture she took no active part, as she lay off in the straits under the Commander-in-Chief, the "Barfleur" stood over to the Barbary coast and watered. She then continued the search for the Franco-Spanish fleet. They were found on August 12th in a small gale off Cape Malaga. The "Barfleur" at this time was under



Published by W. Rayner.

ROOKE AT VIGO.

Royal United Service Institution.

the command of Captain James Stuart, and flew the flag of Admiral Sir Cloudesley Shovel in the battle of Velez Malaga, which took place on August 13th, 1704.

The Anglo-Dutch fleet consisted of 51 ships and 3636 guns, and was commanded by Admiral of the Fleet Sir George Rooke.

The Franco-Spaniards consisted of 51 ships and 3596 guns, and was commanded by Admiral Count de Toulouse.

The engagement lasted from 10 A.M. to 7 P.M., when the Franco-Spaniards hauled off. The "Barfleur" maintained a hot fire and greatly distinguished herself. At one time she backed astern, and contributed to the relief of the hard pressed English centre. On neither side was any ship taken, and it was a drawn battle, both sides claiming the victory. The "Barfleur" lost 6 killed and 24 wounded. The loss on the English side was heavy, but the Franco-Spaniards lost 1500 killed and more than as many wounded.

In 1713 the first "Barfleur" was rebuilt as a 90-gun ship at Deptford, being re-launched in 1716. She became of 1565 tons, and her new length, beam, and draught were 163 ft., 47 ft., and 19 ft.

In 1718 the "Barfleur," commanded by Captain George Saunders and flying the flag of Admiral Sir George Byng, was the flagship of a squadron of 22 ships of the line and frigates,

THE KING'S SHIPS

BARFLEUR

and 8 small craft. They met and defeated the Spaniards off Cape Passaro on August 11th. The Spanish fleet consisted of 29 ships of the line and frigates, and 16 small craft, and was commanded by Vice-Admiral Don Antonio Castaneta, with his flag in "Real San Felipe." The enemy were sighted by Admiral Byng off Messina on August 10th and four big ships were despatched in chase. On the 11th the small Spanish vessels stood towards the shore, and eight vessels were despatched in chase. The main body of the Spaniards struggled away in great confusion. The English pursued and came up and engaged them one by one. The Spaniards had opened fire with their stern chasers at 11 A.M., but by nightfall they were completely defeated. The "Barfleur" played a gallant part in the action and harassed the enemy considerably. Thirteen Spanish ships were captured, and seven were burned. The remaining Spaniards managed to escape.



After Sir G. Kneller.
Engraved by J. Houbraken.

T. H. Parker,
Brothers.

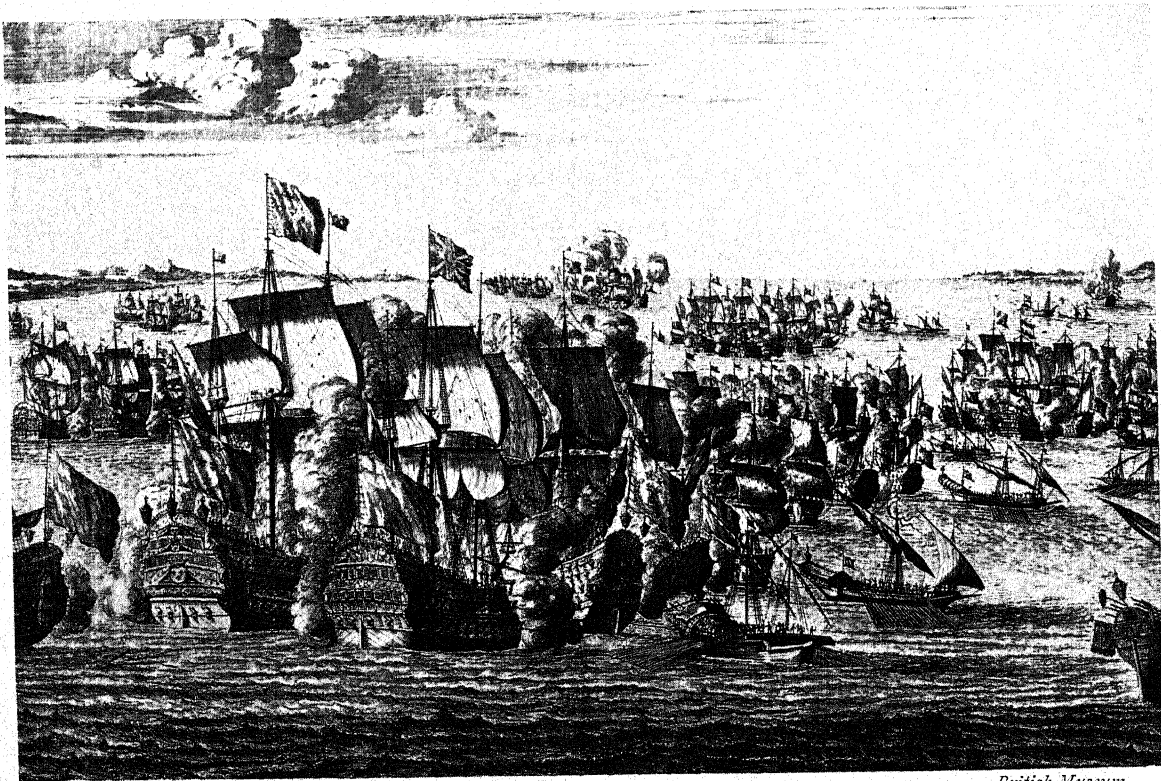
G. Byng.

In 1744, under the command of Captain Merrick de l'Angle and flying the flag of Rear-Admiral William Rowley, the "Barfleur" was in the van of the English fleet opposed to the Franco-Spanish allies in the battle off Toulon.

The English fleet consisted of 40 ships in all, and was commanded by Admiral Thomas Matthews, with his flag in "Namur."

The Franco-Spaniards consisted of 36 ships in all, and was commanded by Admiral de Court, with his flag in "Terrible."

The fleets sighted one another on February 10th, 1744, and engaged at 11 A.M. on February 11th. A hot action followed in which one ship was captured from the allies and subsequently recaptured by them. The allies were put to flight and were pursued until the morning of the 13th. The "Barfleur" engaged the French flagship "Terrible" with great determination,



After Isaac Sailmaker.

British Museum.

BATTLE OF VELEZ MALAGA.

but did not succeed in capturing her. The chief result of this action was the suspension of Vice-Admiral Richard Lestock for not supporting the commander-in-chief in the attack. He was tried by court-martial and undeservedly acquitted. The Commander-in-Chief was cashiered, and four captains were punished. Amid the almost universal censure the "Barfleur" merited and received universal praise. Her losses were 25 killed and 20 wounded.

In 1755 the "Barfleur" was reduced to an 80-gun ship.

In 1758 the "Barfleur," commanded by Captain Samuel Graves, was in a fleet of 16 sail of the line, besides frigates and small craft, under Vice-Admiral Charles Knowles, with his flag in "Neptune," as second in command. A large number of troops accompanied the expedition, which was under the supreme command of Admiral Sir Edward Hawke, with his flag in "Ramillies." The fleet sailed on September 8th to attack Rochefort on the coast of France. On September 23rd the "Barfleur" attacked the works on the Isle D'Aix, which surrendered after half-an-hour's bombardment. The place was at once reduced. After several attempts to land the troops on the mainland, the attack was abandoned, and on October 6th the ships returned to Spithead; grave public dissatisfaction being caused by the mismanagement of the expedition. In 1764 the "Barfleur" was made into a hulk, and in 1783 she was broken up.

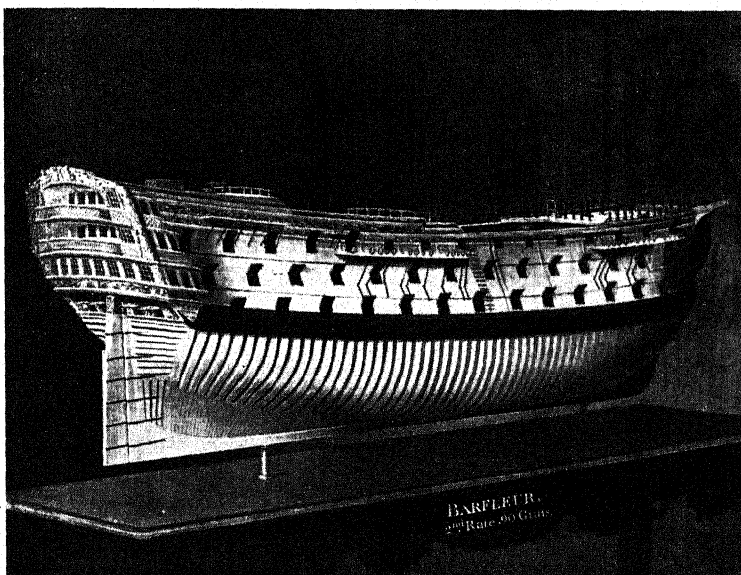
The second "BARFLEUR" was launched at Chatham in 1768. She was of 1947 tons, and mounted 98 guns. Her length, beam, and draught were 177 ft., 50 ft., and 21 ft., and she carried a crew of 750 men.

In June, 1773, King George III. visited and reviewed the fleet at Spithead, commanded by Vice-Admiral Thomas Pye, with his flag in "Barfleur," commanded by Captain Edward Vernon. Many honours were distributed by His Majesty.

In 1781 the "Barfleur," commanded by Captain John Knight, and flying the flag of Rear-Admiral Sir Samuel Hood, was the flagship of a fleet consisting of 20 ships. The French fleet, under the command of Rear-Admiral Comte de Grasse, consisted of 27 ships. The fleets sighted one another off Martinique on April 28th, and manœuvred until noon on the 29th, when at long range an indecisive action took place, in which three English ships were disabled. On April 30th, having failed to get into close touch with the enemy, Sir Samuel Hood stood away for St. Kitts. The "Barfleur" lost 5 men killed.

In September 1781 the "Barfleur," commanded by Captain Alexander Hood, and flying the flag of Rear-Admiral Sir Samuel Hood, was in a fleet of 27 ships under the command of Rear-Admiral Thomas Graves, with his flag in "London," which fought the French under Admiral Comte de Grasse off the Chesapeake, towards the end of the war with America. The French had 24 ships. The fleets met on September 5th and the action began at 3.30 P.M., ceasing shortly after sunset. The English lost 90 killed and 246 wounded. The French lost about 200 killed and wounded. Rear-Admiral Sir Samuel Hood considered that Graves lost the action through making tactical errors, and the failure to defeat the French fleet had a great influence on the final outcome of the war with America. Five days later it was found necessary to burn the "Terrible," a ship which had been kept afloat with difficulty since the action.

In 1782 the "Barfleur," commanded by Captain Alexander Hood, and flying the flag of Rear-Admiral Sir Samuel Hood, was flagship of a fleet of 30 ships. On January 23rd they put to sea to meet a French fleet said to be in sight of St. Kitts in the West Indies. The fleets



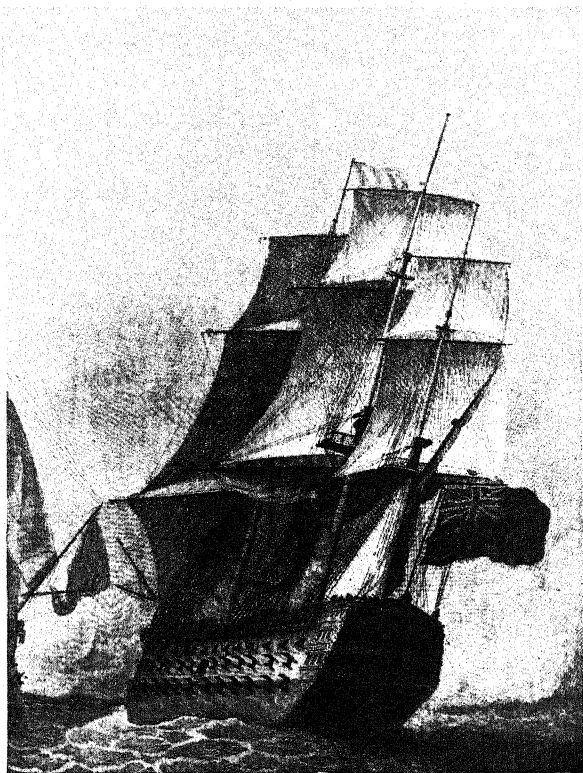
Science Museum, South Kensington.

MODEL BELIEVED TO BE OF THE SECOND "BARFLEUR."

THE KING'S SHIPS

BARFLEUR

were in sight of one another on January 25th. The French were commanded by Admiral Comte de Grasse. By 2.30 P.M. the French were attacking the British rear. By 4 P.M. Hood had anchored his whole fleet at St. Kitts and had taken possession of the roadstead. Hood then re-anchored his fleet in line of battle. The French returned to the attack on the following morning, and an action of great fury began at 9 A.M. in which the French swept down the sides of the anchored fleet. The attempt failed again during the afternoon, and Sir Samuel Hood was left in possession until February 13th, when he sailed after dark, having given the French a very severe check. The British lost 72 killed and 244 wounded. The French lost 107 killed and 207 wounded.



*After Lieut. J. Brenton, R.N.
Engraved by J. Fittler.*

T. H. Parker, Brothers.

THE SECOND "BARFLEUR."

In April 1782 the "Barfleur," commanded by Captain John Knight, and flying the flag of Rear-Admiral Sir Samuel Hood, was one of a fleet of 36 ships of the line under Admiral Sir George Rodney. In the West Indies, between Dominica and Guadeloupe, they met a French squadron of 30 ships of the line commanded by Vice-Admiral Comte de Grasse, with his flag in "Ville de Paris." The fleets first met on April 9th. Two actions took place on this day. The English received some injuries, and lay to that night for repairs. The fleets again met on April 12th, and the French ships fired the first shot at 8 A.M. By 9 o'clock the action was general, and the English ships broke the line of French ships in three different places. The action was brought to a conclusion at 6 P.M. by the surrender of the French flagship "Ville de Paris." The ships actually engaged with her at the time were the "Russell" and "Barfleur," and the "Barfleur" received the surrender. The British lost 243 killed and 816 wounded, and 2 captains out of 36 were killed. The French loss in killed and wounded has never been stated. The "Barfleur" lost 10 killed and 37 wounded. The English lost no ships. The French lost five captured, and three crippled ships were despatched to seek safety. On April 17th

Rear-Admiral Sir Samuel Hood in the "Barfleur" was sent in pursuit. He captured four more French ships. Sir George Rodney was created a Peer for this victory, with £2000 a year settled on the title in perpetuity.

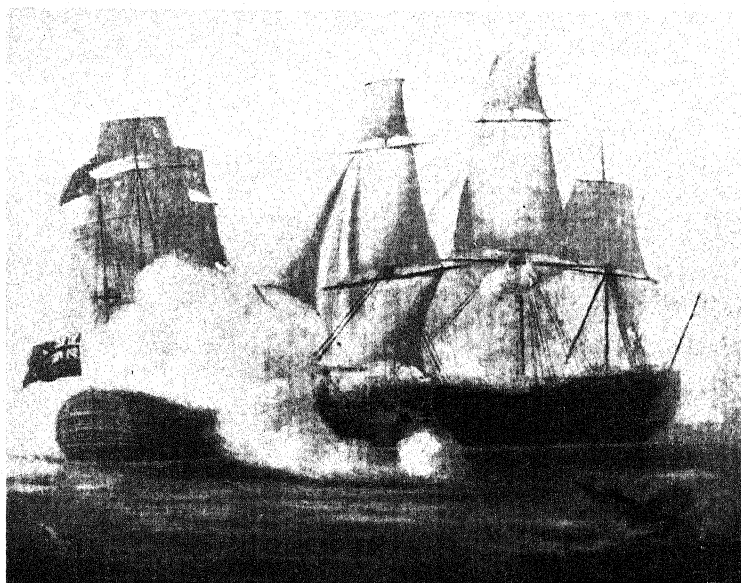
In November 1782 Prince William Henry, afterwards His Majesty King William the Fourth, joined this ship in the West Indies as a midshipman. He remained in the "Barfleur" for some months, and during his stay was introduced to the future Viscount Nelson, on the "Barfleur" quarter-deck, by Rear-Admiral Sir Samuel Hood. Many years afterwards the Prince referred to this meeting as follows:—

I was then a midshipman on board the "Barfleur," and had the watch on deck, when Captain Nelson of the "Albemarle" came in his barge alongside, who appeared to be the merest boy of a captain I ever beheld, and his dress was worthy of attention. He had on a full-laced uniform; his lank unpowdered hair was tied in a stiff Hessian tail of an extraordinary length; the old-fashioned flaps of his waistcoat added to the general quaintness of his figure, and produced an appearance which particularly attracted my notice, for I had never seen anything like it before, nor could I imagine who he was, nor what he came about. My doubts, however, were removed when Lord Hood introduced me to him. There was something irresistibly pleasing in his address and conversation, and an enthusiasm when speaking on professional subjects that showed he was no common being.

On May 5th, 1794, the "Barfleur," commanded by Captain Cuthbert Collingwood, and flying the flag of Rear-Admiral George Bowyer, was off Ushant in a fleet of 25 ships, 7 frigates, 6 fireships, sloops, and hospital ships commanded by Admiral Earl Howe, with his flag in

THE KING'S SHIPS

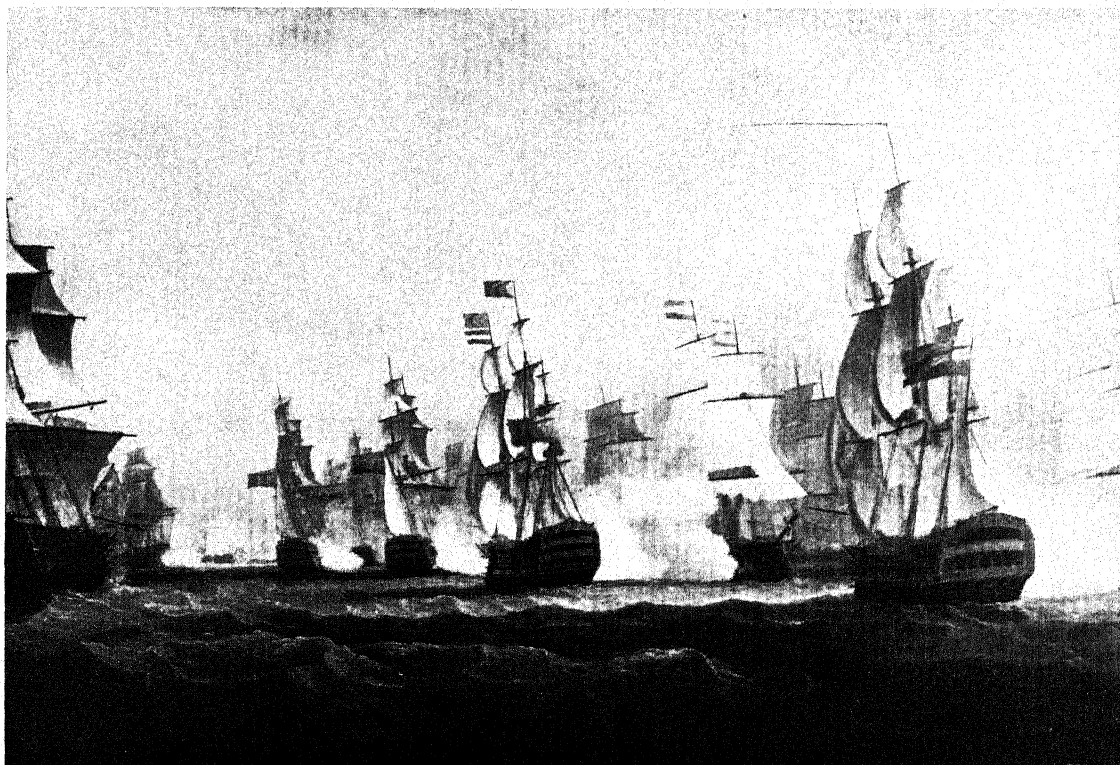
"Queen Charlotte." Until the 28th Lord Howe searched for the French fleet, which consisted of 26 ships, 7 frigates, and 4 small craft under Rear-Admiral Villaret-Joyeuse, with his flag in "Montagne." On the 21st the English fleet captured a Dutch convoy, and on the 25th took an American brig and two small French frigates. On the 28th the French fleet was sighted and was at once chased. A partial action began at 5 P.M. By 10 P.M. one French ship was disabled with 400 killed and wounded, but was rescued and towed away. On May 29th a further action took place in which the French were badly mauled, and the British lost 67 killed and 128 wounded. On June 1st the British stood over to the attack and the action began at 9.30. Howe's fleet broke through the French line and engaged from leeward. By 11.30 the action was practically over and the British had eleven and the French twelve more or less dismasted vessels. The British lost 290 killed and 858 wounded, which included three captains killed and Admiral Bowyer and two



Painted by Admiral G. H. White.

Commander Robert Jukes Hughes, R.N.

"BARFLEUR" CAPTURES "VILLE DE PARIS."



Painted by T. Whitcombe.

THE BATTLE OF ST. VINCENT.

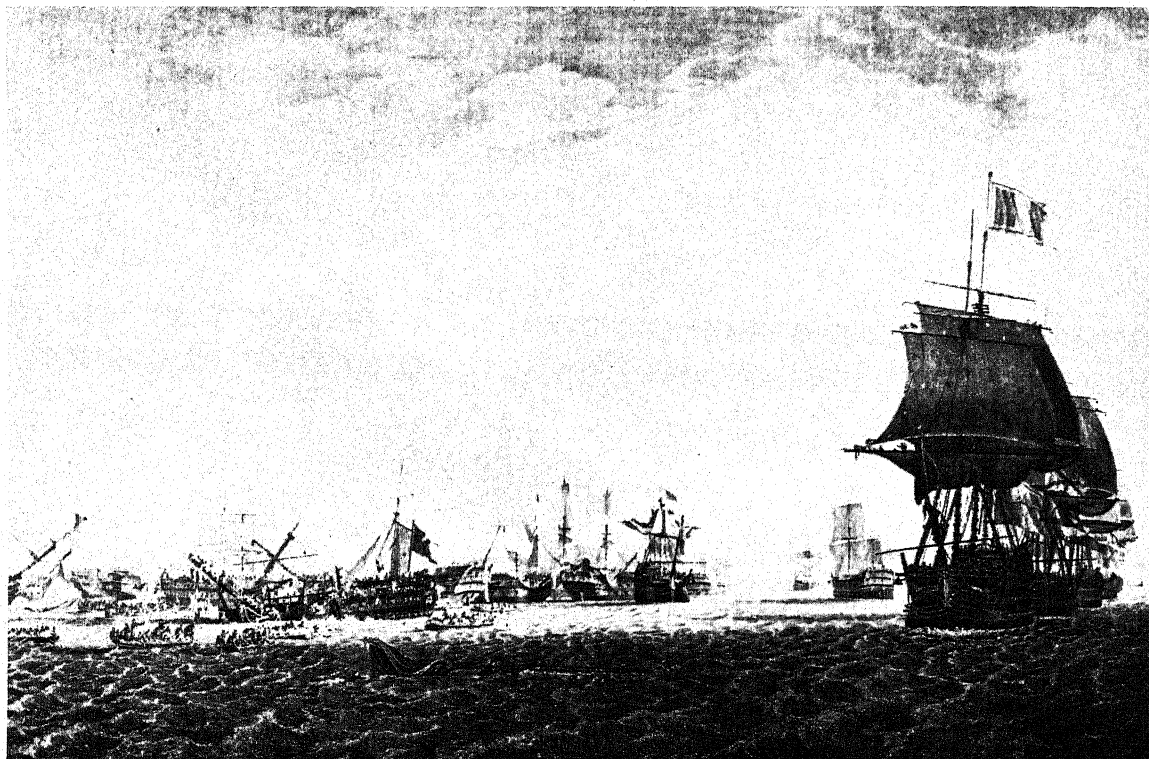
The Painted Hall, Greenwich.

THE KING'S SHIPS

BARFLEUR

other flag officers wounded. The French lost six ships captured, one sunk, and about 7000 killed, wounded, or prisoners, on this the Glorious First of June, 1794. The "Barfleur" lost 9 killed and 25 wounded in the three days' fighting.

In June 1795 the "Barfleur," commanded by Captain James Richard Dacres, was in a fleet of 25 sail in all commanded by Admiral Lord Bridport, with his flag in "Royal George." The French fleet of 23 ships, under Vice-Admiral Villaret-Joyeuse, was sighted at 3.30 A.M. on June 22nd, and was at once chased. A calm delayed the meeting, but at 3 A.M. on the 23rd an action started off Isle Groix, with both fleets scattered and spread over a large area. At 6 A.M. a French ship struck, and at 7.15 a second and third hauled down their colours. Soon after this Lord Bridport, with a strange forbearance, ordered the action to discontinue, and 9 French ships of capital importance were permitted to escape. The British lost 31 killed and



After R. Clevely.

THE GLORIOUS FIRST OF JUNE.

British Museum.

113 wounded. The French loss is unknown, but in the three prizes alone there were 670 killed and wounded.

On March 9th, 1796, the "Barfleur," flying the flag of Vice-Admiral the Hon. William Waldegrave, and accompanied by four 74-gun ships, performed an act characteristic of the high-handed methods employed by Sir John Jervis, the Commander-in-Chief in the Mediterranean. The captured 28-gun frigate "Nemesis" lay with two French vessels in the neutral port of Tunis. The "Barfleur" was ordered to recapture her at all hazards from the French, which she did with little opposition.

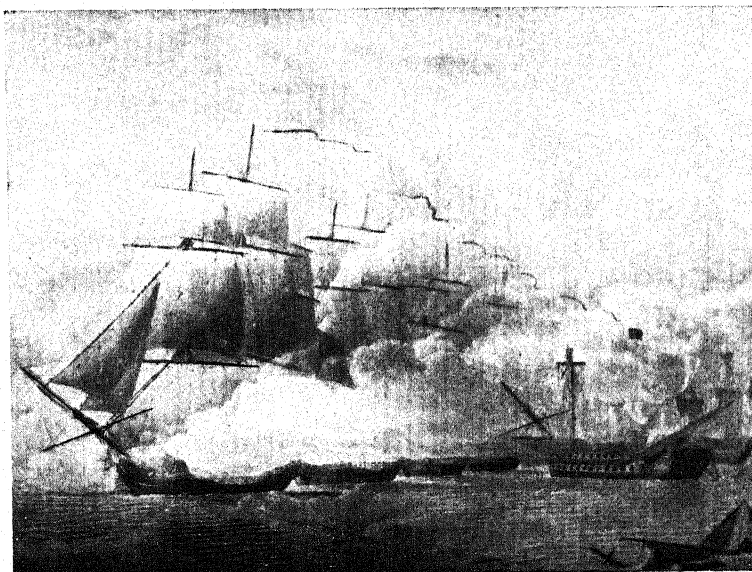
In 1797 the "Barfleur," flying the flag of Vice-Admiral the Hon. William Waldegrave and commanded by Captain James Richard Dacres, was one of a fleet of 15 ships and 7 small craft, under Admiral Sir John Jervis, with his flag in "Victory." On February 14th they fought a battle off Cape St. Vincent with a Spanish fleet of 27 ships, commanded by Admiral Don José de Cordova. On February 13th, the "Minerve," flying the broad pennant of Commodore Horatio Nelson, joined Sir John Jervis at sea and informed him that the Spaniards were out. The Spanish fleet was sighted at 6.30 A.M. on the 14th and the British at once chased. The British leading ship opened fire at 11.30 A.M. The action was general by 1.30. The "Captain," with Commodore Horatio Nelson on board, boarded and captured the

"San Nicolas" and "San Josef" which had fouled one another. The action ceased at 4.30 P.M. The British had captured 4 Spanish ships of the line, and had crippled several others. They lost no ships and suffered a loss of 73 killed and 227 wounded seriously. The Spaniards lost about 1000 killed and wounded. Sir John Jervis was created Baron Jervis and Earl St. Vincent and was awarded a pension of £3000 a year, but it had already been decided to make him a Baron before this victory. Several Baronetcies and Knighthoods were given, and the thanks of both Houses of Parliament were voted to the fleet. The "Barfleur" lost 7 men wounded.

On April 4th the "Barfleur" in the fleet commanded by Admiral Sir John Jervis, arrived off Cadiz and established a blockade of the remnants of the Spanish fleet.

On July 3rd Cadiz was bombarded and the boats of the fleet made an unsuccessful attack. On July 5th Cadiz was again bombarded without much success, and soon afterwards the British fleet withdrew.

On July 22nd, 1805, the "Barfleur," commanded by Captain George Martin, took part in Vice-Admiral Sir Robert Calder's action off Ferrol. The English fleet consisted of 15 ships, 2 frigates, and 2 small craft under Vice-Admiral Sir Robert Calder, with his flag in "Prince of Wales." The Franco-Spanish fleet consisted of 20 ships, 6 frigates, and 3 small craft under Vice-Admiral Villeneuve and Admiral Don F. Gravina. The enemy were sighted at 11 A.M. in misty weather. After various manœuvres, carried out in considerable confusion owing to fog, the action began at 5 P.M. and was general at 6 P.M. By 8.10 P.M. two Spanish ships were totally dismasted and struck their colours, and a few minutes later Sir Robert Calder ordered the action to cease. The Franco-Spaniards lost two ships, and had 647 killed and wounded. The English had 198 killed and wounded, to which the "Barfleur" contributed 3 killed and 7 wounded. The fleets manœuvred in light winds



Painted and engraved by R. Dodd.

T. H. Parker, Brothers.

CALDER'S ACTION OFF FERROL.

on the two following days, but no fighting took place, and by 6 P.M. on the 24th they were out of sight of one another. In consequence of remarks in the press, Sir Robert Calder demanded a court-martial, by which he was acquitted of cowardice or disaffection, but was severely reprimanded for not fighting to a finish.

On August 18th, 1813, the boats from the "Barfleur," Captain Sir Edward Berry, Bart., and several other vessels co-operated in an attack on the batteries of Cassis, between Marseilles and Toulon. The marines stormed the citadel battery and drove the French to the hills, and the boats attacked and captured or destroyed 3 gunboats and 25 merchantmen. The British lost 4 killed and 16 wounded.

In 1814 the "Barfleur," while commanded by Captain Sir Edward Berry, had a narrow escape in the Mediterranean. The ship was struck by lightning, which shattered the foretop-gallant mast, reached the magazine door, and spent its fury in tearing up the lead outside the powder room.

In 1819 the "Barfleur" was broken up at Chatham.

The third "BARFLEUR" was a 14-gun twin-screw battleship, launched at Chatham in 1892. She was of 10,500 tons, 13,163 horse-power, and 18.5 knots speed. Her length, beam, and draught were 360 ft., 70 ft., and 25 ft.

In 1897 the "Barfleur," commanded by Captain Reginald Neville Custance, was employed

THE KING'S SHIPS

BARFLEUR

in the pacification of the Island of Crete, which led to the appointment of Prince George of Greece as High Commissioner, under the suzerainty of the Sultan of Turkey. Captain Custance received the C.M.G. as a reward for his services.

In 1900 the "Barfleur," commanded by Captain George Warrender, and flying the flag of Rear-Admiral James Andrew Bruce, took part in the third China War or Boxer Rebellion.

On June 9th a detachment from the "Barfleur," commanded by Commander David Beatty, proceeded in a Naval Brigade nearly 2000 strong, and of mixed nationalities, under Vice-Admiral Sir Edward Seymour, to the relief of Peking. This expedition went through some very severe fighting, and before withdrawing suffered a loss of 2 officers and 63 men killed, and 20 officers and 210 men wounded. Commander Beatty showed conspicuous gallantry, and was twice wounded on this and subsequent occasions.

A detachment from the "Barfleur" on June 17th formed part of a naval brigade of mixed



THE THIRD "BARFLEUR."

From the photograph by Ernest Hopkins.

nationalities, consisting of 35 officers and 869 men under Commander Christopher Cradock of the "Alacrity," which attacked and captured the Taku Forts. The British lost 1 killed and 13 wounded, the slain man being an ordinary seaman of the "Barfleur." Commander Cradock mentioned Midshipmen Lionel Shore and Charles Dix as having distinguished themselves in this attack. A detachment from the "Barfleur" assisted in the relief, defence, and capture of Tientsin, and lost 2 officers and 7 men killed, and 8 officers and 48 men wounded. During these operations Midshipman Basil John Guy of the "Barfleur" coolly attended a wounded man under a very hot fire, and then helped to carry him into shelter, for which act he was subsequently awarded the Victoria Cross.

In August the "Barfleur" contributed a number of officers and men to a British Naval Brigade which advanced to the final and satisfactory relief of Peking with 20,100 troops under Lieutenant-General Sir Alfred Gaselee.

In 1910 this battleship was sold at Portsmouth for £26,550.

BARHAM

BARHAM.—Charles Middleton, Lord Barham, admiral. Born at Leith, October 14th, 1726, second son of Robert Middleton of Linlithgowshire. Promoted to lieutenant, 1745. Promoted to captain direct from lieutenant, May 1758. While commanding "Emerald" frigate in West Indies, 1761, cruised with success against French privateers. For his services in the protection of trade the Assembly of Barbados presented him with a gold-hilted sword, and a vote of thanks. Commanded "Adventure" until 1763, and for the following twelve years remained on half-pay.

Married in December 1761 Margaret, daughter of James Gambier, barrister-at-law, and aunt of James, afterwards Admiral Lord Gambier. From 1775 to 1778 commanded "Ardent," "Prince George," and "Jupiter." Comptroller of the Navy from 1778 to March 1790. Created a baronet, 1781. Member of Parliament for Rochester 1784. Rear-Admiral, September 1787. Vice-Admiral, February 1793. Admiral, 1795. Lord Commissioner of the Admiralty, 1794-1795. First Lord of Admiralty, April 1805. Raised to peerage as Lord Barham, May 1805. Acted with commendable promptitude in raising the siege of Brest, and concentrating a fleet under Vice-Admiral Sir Robert Calder off Ferrol when he received news from Nelson in the West Indies that Villeneuve, with the French fleet, was returning to Europe from the West Indies. Retired from public affairs, January 1806. Died, June 17th, 1813.



By permission of
the Navy Records Society.

Barham

The first "BARHAM" was a 74-gun ship, launched at Blackwall in 1811. She was of 1761 tons, and carried a crew of 590 men. Her length, beam, and draught were 176 ft., 48 ft., and 17 ft.

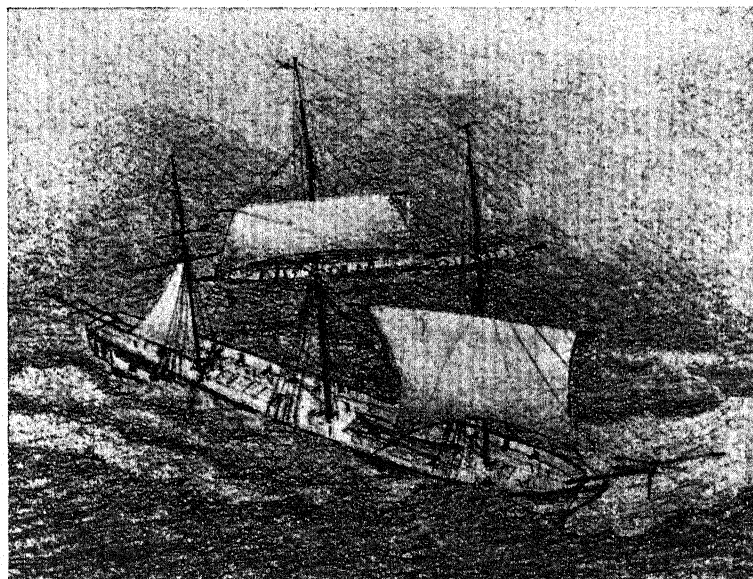
In 1826 this ship was cut down to a 50-gun frigate.

At one time the "Barham" was the flagship of Vice-Admiral the Hon. Charles Elphinstone Fleeming in the West Indies, of whom the following quaint story is related.

Having taken a dislike to the poop in one of the ships which he commanded, or perhaps considering it unnecessary, he caused the entire structure to be cut off the ship, without permission from the Admiralty authorities.

Such trifling with their constructive efforts not unnaturally raised the ire of the Board of Admiralty, who called upon Captain Fleeming for an immediate explanation.

The gallant captain in reply appears to have reminded their lordships that, although he had been "X" years in the Navy, he had not, so far, seen fit to draw any of the pay that was due to him for his services. If the little matter of "a mere poop" were persisted in, of course there was nothing left for him to do but to make a claim on the paymaster-general for "Z" thousand pounds. Would their lordships be good enough to communicate to him—of course when entirely convenient—their final choice in the matter?



Drawn by Capt. G. Hotham, R.N. Commander C. Cunningham Graham, R.N.
THE FIRST "BARHAM."

communicate to him—of course when entirely convenient—their final choice in the matter? Their lordships' choice is nearly a century overdue.

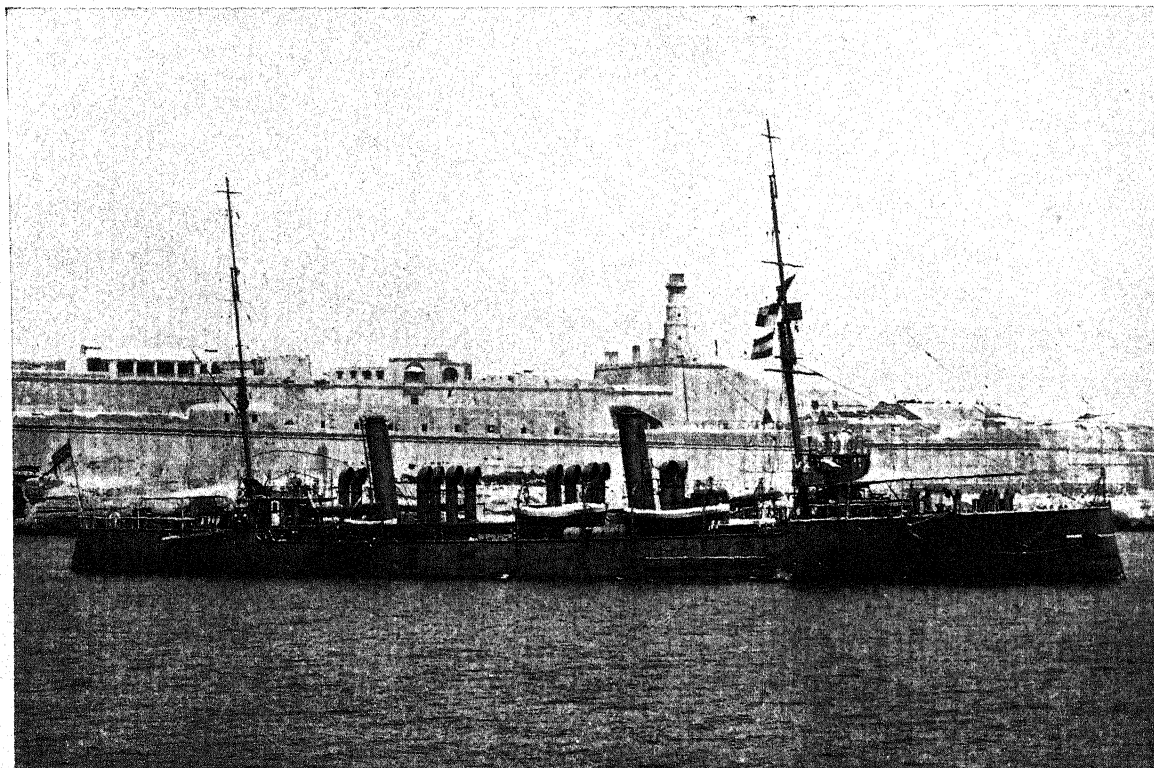
THE KING'S SHIPS

BARHAM

It is interesting to reflect on the possible fate of a present-day naval captain, if, finding it displeased him, he cut off—say—a battleship's forecastle!

It is by the courtesy of Commander C. E. Cunninghame Graham, R.N., a grandson of Admiral Fleeming that the author is able to show in another place in this work, a picture of the "Hart" cutter, flying the Admiral's flag when he subsequently became commander-in-chief at Sheerness.

The admirable sketch of the "Barham" was executed by Captain G. Hotham, R.N. As being typical of the days when "a mere poop" and "many years' pay" were matters of little moment, it may be mentioned that Commander Cunninghame Graham's mother, the Hon. Mrs. (Graham) Bontine was born on board the "Barham" at sea, in the West Indies, at the time when her father's flag was flying on board that ship.



THE THIRD "BARHAM."

From the photograph by Richard Ellis.

It is interesting to note that in 1831 the "Barham" conveyed Sir Walter Scott to Malta, who in his old age and failing health had been sent out there by the Government.

In the *Life of Admiral Sir Edward G. Fanshawe, G.C.B.*, written by his daughter, Miss Alice E. J. Fanshawe, will be found an account of how Sir Edward Fanshawe, then a midshipman in the "Madagascar," saw the great novelist coming in to a ball at the palace. Sir Walter Scott was feeble in his looks and in his walk, tall and gaunt, his face familiar to every one from pictures.

In 1840 the "Barham" was broken up.

The second "BARHAM" was a screw frigate of 3027 tons, laid down in 1860. Before the work had proceeded very far the Admiralty ordered it to cease.

The third "BARHAM" was a 6-gun twin-screw cruiser, launched at Portsmouth in 1889. She was of 1830 tons, 4700 horse-power, and 18 knots speed. Her length, beam, and draught were 280 ft., 35 ft., and 13 ft.

The fourth "BARHAM" is a turbine battleship, laid down at Clydebank towards the end of 1912.

BASILISK

The War of the Spanish Succession— Walker's Expedition to Quebec	1711	The capture of St. Lucia	1762
The War of the Quadruple Alliance— The battle off Cape Passaro	1718	The capture of Havana	1762
The War of Jenkins's Ear, and of the Austrian Succession— The bombardment and siege of Pondicherry	1747	The Wars of the French Revolution and Empire— Captured French gunboat "No. 436"	1803
The Seven Years' War— The blockade and bombardment of Le Havre	1759	The Russian War— The expedition to the Baltic	1854-5
The capture of Martinique	1762	Blockade of coast of Courland	1855
		Affairs at Siela Sound, and in Gulf of Riga	1855
		Punitive expedition against Australian Aborigines	1872
		Discoveries in New Guinea	1873



BASILISK.—The legendary Basilisk, from basileus, "a king," so named from the spot on the head like a crown. It was believed to have been hatched by a serpent from an egg laid by a cock. It could only inhabit a desert, for its breath withered all vegetation; the flesh fell from the bones of any animal it met; and its very look was fatal to life. Brave men fought it by the use of a mirror which reflected back its deadly glance upon itself. It is described as being about a foot long, with a black and yellow skin, and fiery red eyes. The weasel alone could subdue it, and the crowing of a cock was obnoxious to the basilisk.

The first "BASILISK" was a small bomb-vessel, launched at Wapping in 1695. She was of 163 tons, and her length, beam, and draught were 72 ft., 23 ft., and 10 ft.

In 1711, under the command of Commander Robert Harward, the "Basilisk" was one of a fleet of 20 men-of-war, 31 transports with 5300 troops, 1 hospital ship, 8 storeships, and 1 tender. They were under the command of Rear-Admiral Sir Hovenden Walker (flag in "Edgar"), and were ordered to attack Quebec. Before arriving at the River St. Lawrence



Painted by R. Paton.

THE BATTLE OFF PASSARO.

The Painted Hall, Greenwich.

THE KING'S SHIPS

BASILISK

it is interesting to note that two captains were one fined and the other dismissed his ship, by court-martial, for chasing the enemy without orders. The fleet arrived off the St. Lawrence, and met thick weather and strong currents. Eight transports were wrecked, and 880 men were drowned. The flagship narrowly escaped running ashore, and the pilots were not desirous of taking further risks. The fleet then returned to England, the expedition having been a complete failure. On October 15th the flagship "Edgar" blew up at Spithead, and several hundred lives were lost. The admiral and captain were on shore at the time, and their papers were destroyed. Subsequently the admiral was struck off the flag-list and deprived of his half-pay, and the flag-captain was dismissed the service on account of this ill-fated venture. They were seriously handicapped in their defence by the loss of their papers.

On August 11th, 1718, the "Basilisk" took part in the battle with the Spaniards off Cape



After D. Serres, R.A. Engraved by P. C. Canot.

Royal United Service Institution.

THE EXPEDITION TO HAVANA.

Passaro. The English fleet consisted of 22 ships of the line and frigates, and 8 small craft, and was commanded by Admiral Sir George Byng, with his flag in "Barfleur." The Spanish fleet consisted of 29 ships of the line and frigates, and 16 small craft, and was commanded by Vice-Admiral Don Antonio Castaneta, with his flag in "Real San Felipe." The fleet of Spain was sighted by Admiral Byng off Messina on August 10th, and 4 big ships were despatched in chase. On the 11th the small Spanish vessels stood towards the shore and 8 vessels were despatched in chase. The main body of the Spaniards straggled away in great confusion. The English pursued and came up and engaged them one by one. The Spaniards opened fire with their stern chasers at 11 A.M., and the action was general by 1 P.M. By night-fall the Spaniards were completely defeated. Thirteen of their ships were captured and seven were burnt. The remainder managed to escape.

In 1728 the "Basilisk" was broken up.

The second "BASILISK" was an 8-gun bomb-vessel, launched at Limehouse in 1740. She was of 270 tons, and carried a crew of 60 men. Her length, beam, and draught were 91 ft., 26 ft., and 11 ft.

In 1747 the "Basilisk," bomb-vessel, mounting 8 guns and commanded by Commander

William Preston, sailed from England for the East Indies in a squadron of ten vessels under the command of Rear-Admiral the Hon. Edward Boscawen. They convoyed 17 ships with 2000 troops on board, and arrived off Mauritius in June 1748. It was Boscawen's intention to attack Mauritius, but after reconnoitring the coast he abandoned the project, and proceeding to India, assisted in the siege of Pondicherry. The ships cannonaded the town, and the "Basilisk" threw some bombs into the place, but owing to the shallows they could not get near enough to do much damage, and the siege was raised in October 1748. In 1750 the "Basilisk" was sold for £512.

The third "BASILISK" was a bomb-vessel of 312 tons, launched at Deptford in 1757. She carried a crew of 60 men, and her length, beam, and draught were 92 ft., 28 ft., and 9 ft.

In 1759 the "Basilisk," bomb-vessel, mounting 8 guns and commanded by Commander John Clarke, was in a fleet of 5 ships of the line, 5 frigates, a sloop, and 6 bomb-vessels under Rear-Admiral George Rodney, with his flag in "Achilles." They left England on July 2nd, and arrived off Le Havre on the following day. The fleet was ordered to endeavour to destroy the flat-bottomed boats and the supplies which had been collected for the projected invasion of England. The ships anchored in the channel leading to Honfleur, and threw shells at the town, magazines, and boats for fifty consecutive hours, and did immense damage without receiving any injury worth mentioning. They remained off Le Havre, establishing a blockade for the rest of the year, and captured numerous French prizes.



After D. Serres, R.A. Engraved by P. C. Canot. Royal United Service Institution.
THE HAVANA EXPEDITION.

In 1762 the "Basilisk," bomb-vessel, mounting 8 guns and commanded by Commander Robert Brice, was in the fleet in the West Indies consisting of 40 ships, frigates, sloops, and bombs, with nearly 10,000 troops, which arrived off Martinique on January 7th under Rear-Admiral Rodney. The attack began on January 16th by all ships bombarding the batteries of Fort Royal Bay. When these batteries were silenced, the troops were landed, and marched the six miles to Fort Royal. The necessary guns were then dragged to the front by the men of the fleet, and on the 25th the batteries began to bombard. The citadel surrendered on February 5th, and by February 16th the whole island was in the possession of the British. The English loss was 500 killed and wounded.

On February 24th, 1762, a squadron of five vessels, of which the "Basilisk" was one, was detached to attack St. Lucia under the orders of Captain the Hon. Augustus John Hervey in the "Dragon." On arrival, Captain Hervey could not satisfy himself of the enemy's strength; and to discover it he disguised himself as a midshipman, and in the capacity of an interpreter accompanied the officer whom he sent to summon the governor. The governor refused to surrender; yet Hervey learnt so much during his visit that, on the following day, he made preparations for taking his ships into harbour. No sooner did the governor notice signs of their intention to approach than he capitulated.

In May 1762 the "Basilisk," bomb-vessel, mounting 8 guns and commanded by Commander Lowfield, was in the English fleet proceeding to Havana against the Spaniards, which consisted of 53 ships, besides store-ships, hospital ships, and transports with 15,000 troops. Admiral Sir George Pocock (flag in "Namur") and George, Earl of Albemarle, were the naval and military commanders-in-chief. On May 27th the fleet of 200 sail in all stood away for

THE KING'S SHIPS

BASILISK

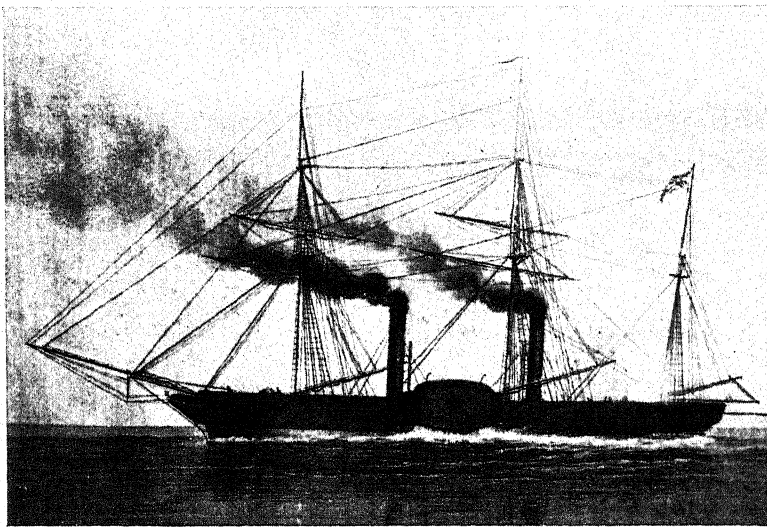
the old Strait of Bahama, which was safely navigated by marking the dangerous shoals with boats. During the passage two Spanish ships were captured. On June 6th the fleet arrived off Havana, and while a feint was made elsewhere, the troops were landed under cover of the guns of the fleet. Moro was bombarded and, although the Spaniards made a most gallant defence, Havana fell, and the British took complete possession on August 14th, 1762. Specie and stores to the value of three million pounds were captured; 13 Spanish men-of-war were destroyed, 3 were sunk, and 2 on the stocks were burned. The British lost 1790 killed and wounded. The division of the prize-money caused some heart-burning. It worked out as follows: Admiral £123,000; captain £1600; petty officer £17; seaman or marine £4.

In January 1763 the "Basilisk," while under the command of Commander Lowfield, was captured by the "Audacieux," a French privateer.

The fourth "BASILISK" was a small fireship. She was of 276 tons, and her length, beam, and draught were 94 ft., 28 ft., and 9 ft. She had originally been the "Grasshopper" sloop.

In 1783 the "Basilisk" was sold for £1000.

The fifth "BASILISK" was a 12-gun brig, launched on the Thames in 1801.



From a contemporary drawing. *Royal United Service Institution.*
THE SEVENTH "BASILISK."

She was of 186 tons, and carried a crew of 50 men. Her length, beam, and draught were 80 ft., 23 ft., and 8 ft.

On December 18th, 1803, the "Basilisk," commanded by Lieutenant William Shepherd, captured the French 2-gun gunboat "No. 436" in the English Channel.

After some service as a harbour tender the "Basilisk" was sold in 1815.

The sixth "BASILISK" was a 6-gun cutter, launched at Chatham in 1822. She was of 161 tons, and carried a crew

of 31 men. Her length, beam, and draught were 67 ft., 24 ft., and 11 ft.

The seventh "BASILISK" was a 6-gun paddle sloop, launched at Woolwich in 1848. She was of 1071 tons, 400 horse-power, and carried a crew of 178 men. Her length, beam, and draught were 190 ft., 34 ft., and 9 ft.

In May 1854 the "Basilisk," commanded by Commander the Hon. Francis Egerton, was one of a combined Anglo-French fleet of 48 vessels in the Baltic under Vice-Admiral Sir Charles Napier, with his flag in "Duke of Wellington," which assembled directly war with Russia was imminent.

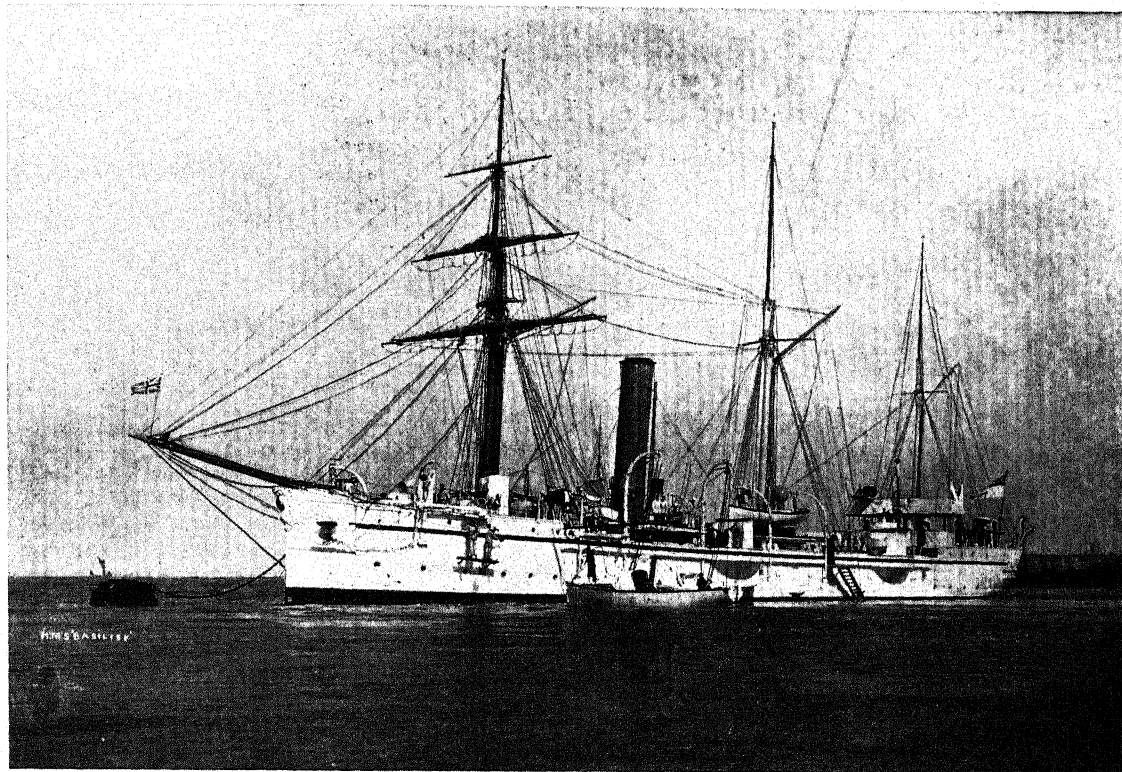
In March 1855 the "Basilisk" sailed from the Downs in a fleet of 88 steam vessels of various kinds, commanded by Rear-Admiral the Hon. R. S. Dundas, with his flag in "Duke of Wellington." They made for the Baltic to take part in the campaign against the Russians and at once established a blockade of the coast of Courland.

On June 14th, 1855, the "Basilisk," commanded by Commander Stephen Lowther Crofton, appeared in the Siela Sound, and destroyed ten Russian vessels laden with grain.

On July 17th, 1855, the "Basilisk," in company with the "Desperate," had a smart action with batteries and gunboats in the Gulf of Riga, and she remained in the Baltic until the conclusion of the war.

THE KING'S SHIPS

In 1872, while commanded by Captain John Moresby, the "Basilisk" sent an expedition, under Lieutenant Francis Hayter, which severely punished some Australian aborigines,



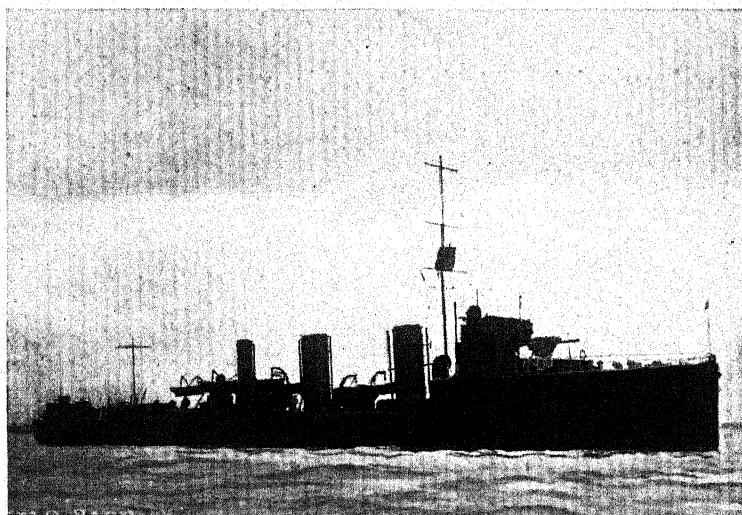
THE EIGHTH "BASILISK."

From the photograph by Ernest Hopkins.

who had murdered part of the crew of the brig "Maria," wrecked on the Great Barrier Reef.

In 1873 the "Basilisk," commanded by Captain John Moresby, explored and surveyed about 1200 miles of coast lines in the Archipelago of which New Guinea is the centre, and added many first-class harbours, navigable rivers, and more than 100 islands, large and small, to the chart. Captain Moresby, among other things, discovered the existence of a new and shorter route between Australia and China. The full details of these discoveries and surveys will be found in two works by Admiral Moresby entitled *Discoveries in New Guinea* and *Two Admirals*; unfortunately it is impossible to set them forth in this place.

In 1882 the "Basilisk" was broken up at Chatham.



From the photograph by Ernest Hopkins.

THE NINTH "BASILISK."

The eighth "BASILISK" was an 8-gun twin-screw sloop, launched at Sheerness

THE KING'S SHIPS

BAT

in 1889. She was of 1170 tons, 2000 horse-power, and 14 knots speed. Her length, beam, and draught were 208 ft., 30 ft., and 13 ft.

In 1905 the "Basilisk" was sold.

The ninth "BASILISK" is a turbine torpedo-boat destroyer, launched at Cowes in 1910. She is of 950 tons, 12,500 horse-power, and 27 knots speed. Her length, beam, and draught are 265 ft., 28 ft., and 8 ft.

BAT

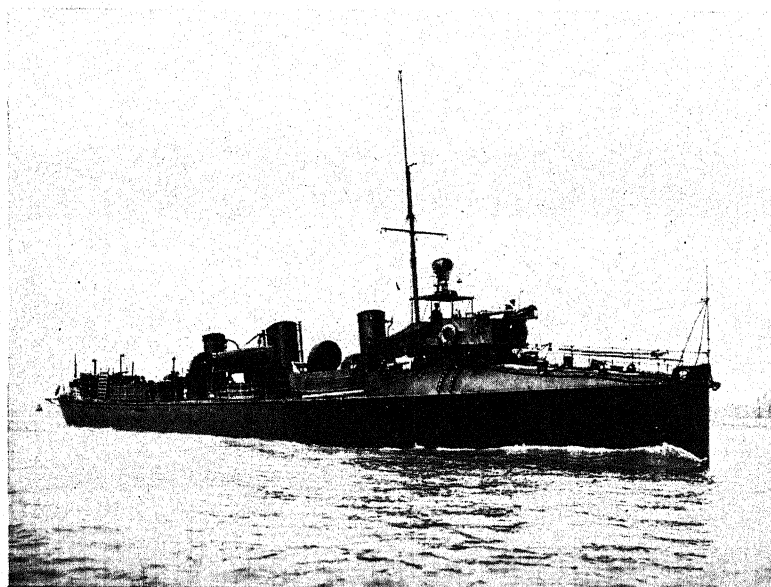


BAT.—The common name of a group of wing-handed mammals, distinguished from all other members of their class by the possession of true organs of flight. Their whole body bears evidence of special adaptation to the purpose of sustained flight, while their mode of progression on the ground is as awkward as their aerial movements are graceful. The name "fitter mouse" is still given to bats in many parts of England. They are nocturnal in their habits, remaining suspended by day in the darkest recesses of woods and caverns, and coming forth at twilight in search of food. Their food, in the species found in Europe, consists mainly of insects; while one species at least, the Vampire of America, sucks the blood of other animals, though its powers in this respect have probably been much exaggerated. The sense of touch in these creatures is so highly developed that they can fly without risk of collision, even when deprived of their sight and as far as possible of their senses of hearing and smelling.

The first "BAT" was a small 75-ton sailing craft, launched at Chatham in 1836. Her length, beam, and draught were 54 ft., 18 ft., and 7 ft., and she had a crew of five men.

The "Bat" was eventually turned over to the victualling service at Portsmouth, and in 1890 she was sold.

The second "BAT" is a twin-screw torpedo-boat destroyer, launched at Palmers' Yard in 1896. She is of 360 tons, 6000 horse-power, and 30 knots speed. Her length, beam, and draught are 215 ft., 21 ft., and 7 ft.



From the photograph by Ernest Hopkins.
THE SECOND "BAT."

BEAGLE

The Wars of the French Revolution and Empire—

The action in Basque Roads	1809
Bombardment and capture of San Sebastian	1813
Survey of Magellan Straits and Gulf of Trinidad	1825
Fitzroy's voyage of discovery	1831, etc.
The Australian survey	1841

The Russian War—

The siege of Sebastopol	1854
Rescued an Austrian storeship	1854
The capture of Kertch	1855
Operations in Sea of Azof	1855
Affairs at Arabat Spy, Fort Petrovski, and Glofira	1855
The capture of Kinburn	1855
Punitive expeditions in the New Hebrides	1877-9

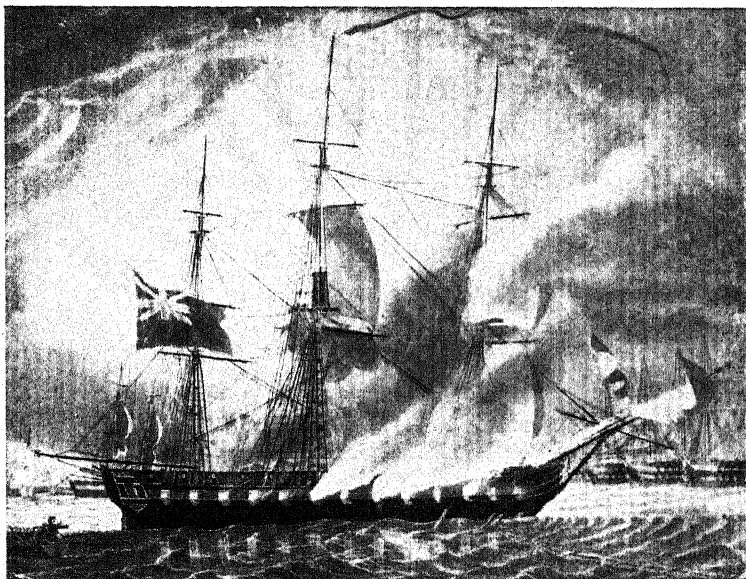


BEAGLE.—The smallest variety of hound, formerly much used for hare-hunting. It has now been almost superseded by the harrier. The true beagle ranges from 10 to 15 in. in height at the shoulder, and is generally marked like a harrier. The beagle is prized for its keen scent and perseverance; and although much distanced by the hare at first, it is almost sure to kill it. The cry of the beagle during the chase has been long regarded as particularly musical.

The first "BEAGLE" was an 8-gun "gallivat" belonging to the Bombay Marine and dating from about 1766.

The second "BEAGLE" was an 18-gun brig sloop, launched on the Thames in 1804. She was of 383 tons, and carried a crew of 121 men. Her length, beam, and draught were 100 ft., 31 ft., and 9 ft.

On March 17th, 1809, the "Beagle," commanded by Commander Francis Newcombe, was one of a fleet of 60 vessels of various kinds, which anchored off Basque Roads under Admiral Lord Gambier, with his flag in "Caledonia," to attack the French fleet lying within. A few days later Captain Lord Cochrane arrived in the "Impérieuse," having been despatched by the Admiralty to command an attack by means of fireships and explosion vessels. On April 10th 12 fireships arrived escorted by the "Beagle," and on the following day, accompanied by some explosion vessels and supported by men-of-war, they made sail towards the harbour and broke the boom under a heavy fire. The "Beagle" and other vessels made a diversion at the east end of Aix. The French fell into a great panic and cut their cables, and by midnight all except two had run ashore. In the morning Captain Lord Cochrane signalled to Lord Gambier, saying that if half the fleet could be sent in, the enemy would be completely destroyed. Lord Gambier did not comply with the request. The attack was renewed, and the two remaining French vessels ran ashore in endeavouring to escape. The "Beagle" distinguished herself in the attack. In spite of repeated signals Lord Gambier failed to send adequate support, but by 8 P.M. two French vessels had been captured, and two were blown up. On the following day Lord Cochrane continued the attack, and the "Beagle" posted herself on the stern of a French ship in barely more water than sufficed to float her, and fought hotly for five hours. On the 14th Lord Cochrane was recalled by Lord Gambier and returned to England, where he



Painted and engraved by R. Dodd.

Commander Lord Ellenborough, R.N.

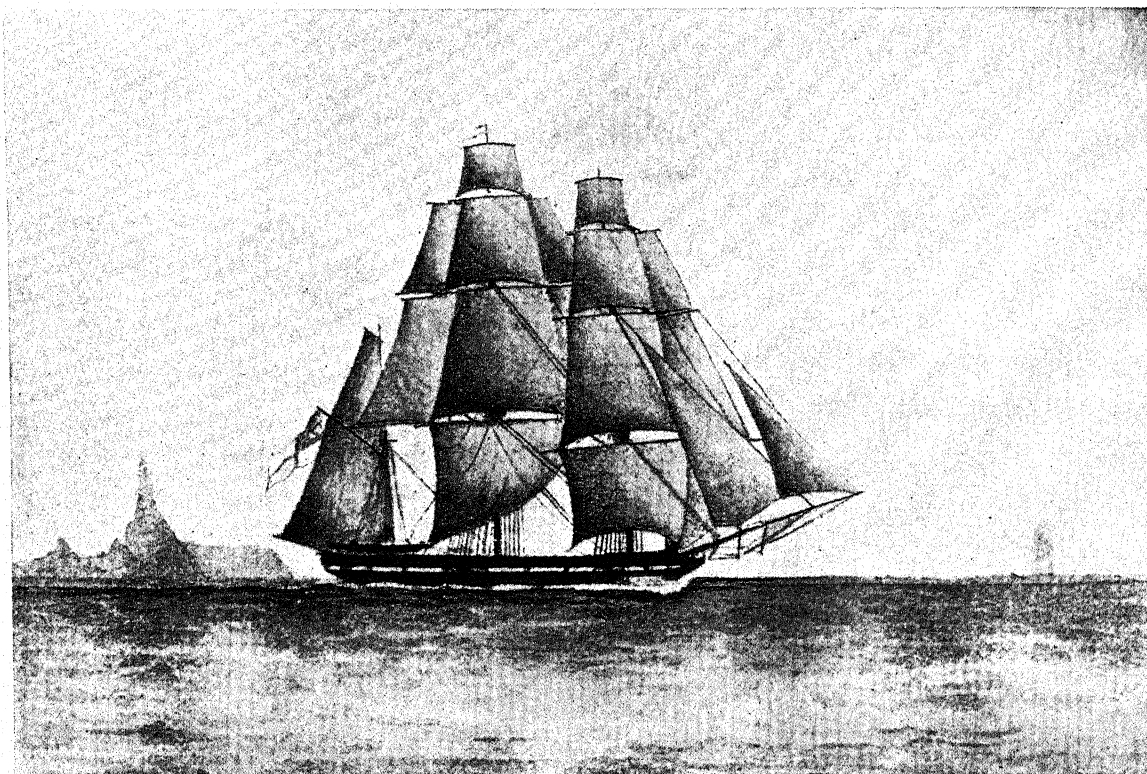
FIRESHIPS AT BASQUE ROADS.

THE KING'S SHIPS

BEAGLE

intimated that from his seat in Parliament he would oppose the passage of a vote of thanks to the Commander-in-Chief. Lord Gambier demanded a court-martial, and was fortunate in being acquitted and eventually receiving the thanks of both Houses of Parliament. Napoleon said that the French Admiral was a fool, and the English Commander-in-Chief no better, also that Lord Gambier had not properly supported Lord Cochrane. Captain Lord Cochrane was made a K.B., and several officers were promoted. The British lost only 8 killed and 24 wounded.

In July 1813 the "Beagle," commanded by Commander John Smith, assisted in the attack on San Sebastian. The men-of-war stood into harbour and bombarded simultaneously with



THE THIRD "BEAGLE."

Copyright, John Murray, Esq.

(From Darwin's *A Naturalist's Voyage Round the World*.)

a land attack on August 31st, and by September 8th the town and citadel were in possession of the British. Commander Smith and four seamen wounded were the only casualties.

In 1814 this brig was sold for £900.

The third "BEAGLE" was a 4-gun vessel of 235 tons, launched at Woolwich in 1820. She carried a crew of 65 men, and her length, beam, and draught were 90 ft., 25 ft., and 9 ft.

In 1825 she was selected as tender to the "Adventure" for the survey of the Magellan Straits, and of the intricate channels leading from the Gulf of Trinidad. The command of the "Beagle" was given to Commander Pringle Stokes. The chart of the intricate channels leading from the Gulf of Trinidad represents a masterpiece of patient and persevering surveying, and in 1828, worn out with toil and overwork, Commander Stokes died, and was succeeded by Commander Robert Fitzroy.

In 1831 the "Beagle," commanded by Commander Robert Fitzroy, sailed from England on a voyage which is fully described in *The Narrative of a Ten Years' Voyage of Discovery round the World*, by Captains Fitzroy and King. Fitzroy was accompanied by Charles Robert Darwin, whose famous work on the scientific discoveries made in the "Beagle" (*A Naturalist's Voyage Round the World*) laid the foundations of a career in which he became one of the greatest men of science.

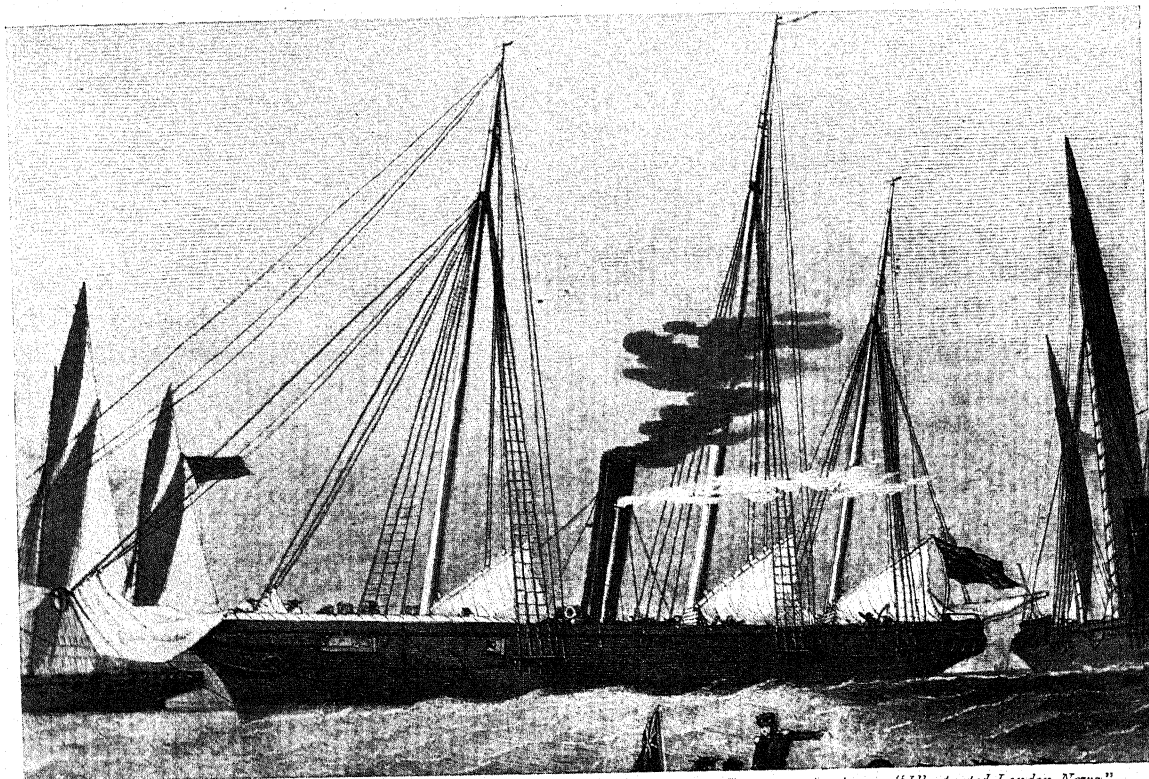
THE KING'S SHIPS

The "Beagle" surveyed the west coast of Patagonia, the Falkland Islands, and a large portion of the west coast of South Africa, finding that the Spanish charts were inaccurate to the extent of many miles.

In 1838 Lieutenant John Clements Wickham succeeded to the command of the "Beagle," and he subsequently surveyed Swan River and part of the north coast of Australia, being in turn succeeded in 1841 by Lieutenant John Lort Stokes.

The "Beagle" was eventually stationed at Southend as a coastguard vessel, and in 1870 she was sold for £525.

The fourth "BEAGLE" was a 4-gun screw despatch vessel, launched at Blackwall in 1854. She was of 477 tons, 160 horse-power, and carried a crew of 65 men.



THE FOURTH "BEAGLE."

From a contemporary "Illustrated London News."

With 160 horse-power her speed was 11 knots. Her length, beam, and draught were 160 ft., 24 ft., and 8 ft.

In 1854 the "Beagle" took part in the Russian war. In September a Naval Brigade of 2400 seamen, 2000 marines, 50 shipwrights, 65 officers, and 140 guns were landed to assist the army in the siege of Sebastopol. The party from the "Beagle" was commanded by Acting-Mate William Nathan Hewett. They greatly distinguished themselves on October 25th, when the Russians made a determined sortie the day after the famous charge at Balaclava. Owing to some error, word was passed to spike the "Beagle's" gun and retreat. Doubting the origin of the order, Hewett not only stuck to his gun but, slewing it round, blew away the parapet of a battery and opened a fire which materially assisted in obliging the Russians to retreat. Hewett was promoted to lieutenant from that day, and was subsequently given the Victoria Cross.

On October 11th an Austrian storeship, laden with hay for the use of the British army, was carried by the current right under the guns of Sebastopol. The crew took to the boats and escaped. The "Beagle," temporarily commanded by Second Master Alexander Boxer, and assisted by two other ships, went in in face of a heavy fire, and towed the vessel out, which in the meanwhile had gently taken the ground.

THE KING'S SHIPS

BEAGLE

On May 22nd, 1855, the "Beagle," commanded by Lieutenant William Nathan Hewett, was one of a fleet of 33 vessels co-operating with the French, Turkish, and Sardinian forces,



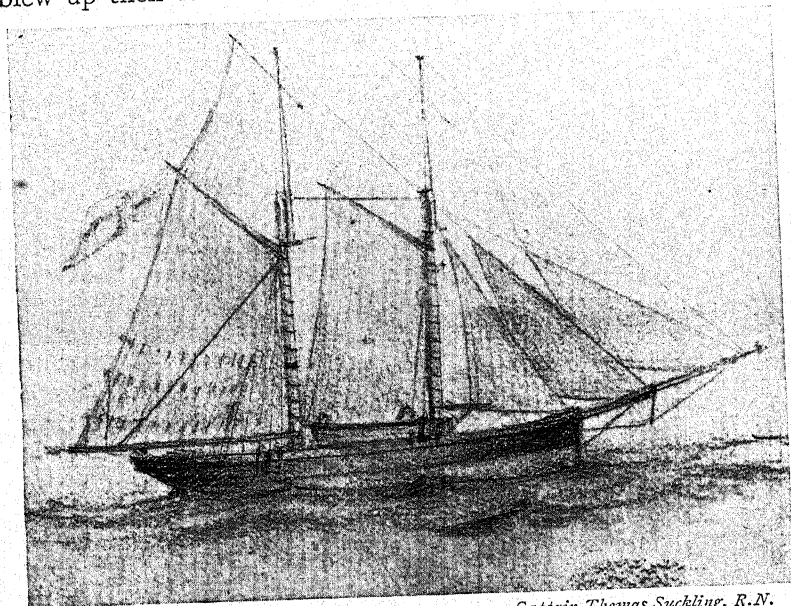
Lithographed by Vincent Brooks.

THE SIEGE OF SEBASTOPOL.

T. H. Parker, Brothers.

under Rear-Admiral Sir Edmund Lyons, who flew his flag in "Royal Albert," which sailed from Kamiesh Bay. On May 24th they reached Kertch and landed troops. The Russians blew up their fortifications, abandoned a hundred guns, and retired, after having destroyed

three steamers, several other heavily armed vessels, as well as large quantities of provisions, ammunition, and stores. These results were effected without loss to the allies, who captured 12,000 tons of coal.



Captain Thomas Suckling, R.N.

SISTER TO FIFTH "BEAGLE."

proceeded to Arabat Spy and made a careful examination of the bridge, which formed one of the Russian military roads to the Crimea. The boats went in, under a hot fire, and were riddled with bullets, the enemy being only 80 yards from the bridge hawsers, which had to be severed. The actual work of cutting the hawsers was most coolly accomplished by

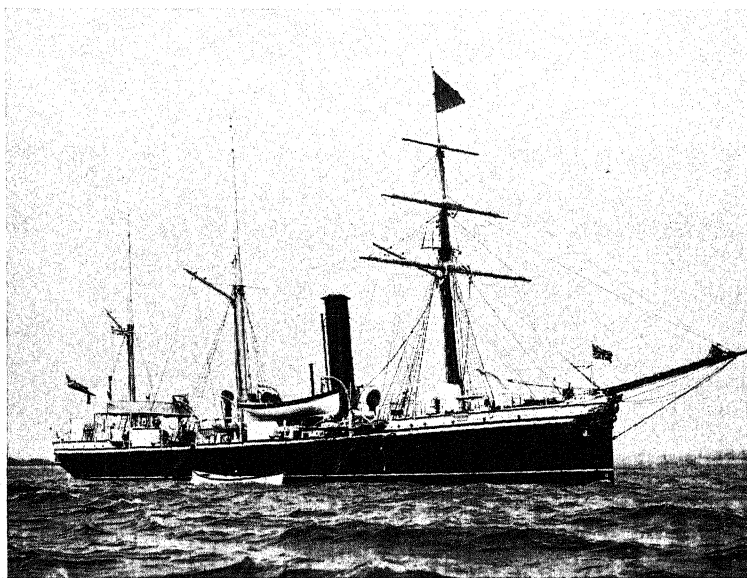
On May 25th the "Beagle" was one of a light squadron of 14 vessels which proceeded into the Sea of Azof under Captain Edmund Lyons, in the "Miranda." Four French steamers co-operated in the expedition. Having silenced Fort Arabat at Berdiansk, this fleet in four days destroyed or captured four steamers of war, 246 merchant vessels, and corn, flour, and magazines to the value of £150,000.

On July 3rd the "Beagle"

Joseph Trewavas, an able seamen lent from the "Agamemnon," who was slightly wounded and subsequently received the Victoria Cross. The "Beagle" then retired with the absurdly small loss of only two wounded.

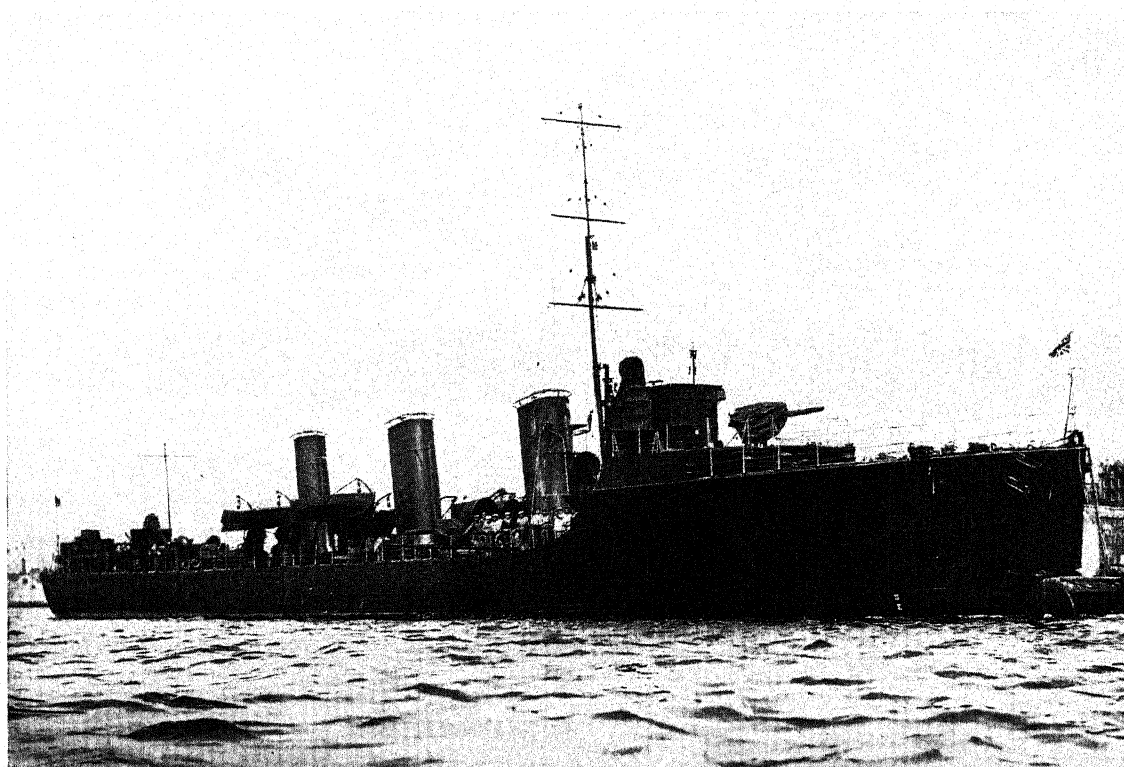
On July 16th the "Beagle" was one of a squadron of ten small vessels under Commander Sherard Osborne, which bombarded, captured, and destroyed Fort Petrovski, and on the following days she assisted to destroy some Russian food supplies at Glofira, and other granaries in the neighbourhood.

On October 7th, 1855, the "Beagle," Lieutenant William N. Hewett, sailed from Sebastopol in an Anglo-French fleet of about 90 vessels with nearly 10,000 troops under Rear-Admiral Sir Edmund Lyons, with his flag in "Royal Albert." They were to attack the fortress of Kinburn, and so harass the communications and rear of the large Russian army in the Crimea. They arrived off Kinburn on the 14th and landed the troops. The ships anchored with only two feet of



From the photograph by Ernest Hopkins.

THE SIXTH "BEAGLE."



THE SEVENTH "BEAGLE."

From the photograph by Abrahams & Sons.

THE KING'S SHIPS

BEAGLE

water under their keels, and began a tremendous bombardment at 9.30 A.M. on October 17th, while the troops threatened from the landward side. After a few hours the Russians surrendered, and were permitted to march out with the honours of war, having lost only 45 killed and 130 wounded. The British had but two people hurt, and their injuries were due to the bursting of a gun in a small ship. The employment of three French armoured vessels makes this action noteworthy, as well as the fact that only steam vessels were employed.

In 1862 the "Beagle" was sold for £5500.

The fifth "BEAGLE" was a small 1-gun schooner, launched at Sydney in 1872, and employed on the Australian station. She was of 120 tons, and her length, beam, and draught were 80 ft., 18 ft., and 6 ft.

This vessel was one of a group of four schooners built by Cuthbert of Sydney, in response to the outcry caused by the murder of Bishop Patteson in the Swallow Islands.

In September 1877 the "Beagle," commanded by Lieutenant Crawford Caffin, proceeded to Tanna in the New Hebrides, and demanded the murderer of a white man named Easterbrook. An accomplice of the actual murderer was handed over, and after confessing his guilt was hanged at the fore yard-arm of the "Beagle."

An agitation about the propriety of Mr. Caffin's action lasted some six months, and the Admiralty eventually decided that though the action of the "Beagle's" captain was not deserving of censure, it was undesirable that executions of this kind should take place on board H.M. ships.

In 1879 white men were being murdered in the New Hebrides, and a boat's crew belonging to the British trader "Mystery" had been massacred. The "Beagle," commanded by Lieutenant Thomas de Hoghton, was one of four ships under Commodore John Crawford Wilson, with his broad pennant in "Wolverine," which proceeded to the islands as a punitive expedition and inflicted severe punishment on the natives. In 1883 the "Beagle" was sold.

The sixth "BEAGLE" was an 8-gun twin-screw sloop, launched at Portsmouth in 1889. She was of 1170 tons, 2000 horse-power, and 13 knots speed. Her length, beam, and draught were 208 ft., 30 ft., and 13 ft.

In 1905 the "Beagle" was sold.

The seventh "BEAGLE" is a turbine torpedo-boat destroyer, launched on the Clyde in 1910. She is of 950 tons, 12,500 horse-power, and 27 knots speed. Her length, beam, and draught are 265 ft., 28 ft., and 9 ft.

BEDFORD

BEDFORD GALLEY

The War of the Spanish Succession—		
Rooke's expedition to Cadiz	1702	
Destruction of Franco-Spanish fleet at Vigo	1702	
Assisted to capture Spanish "Porta Coeli" and Spanish "Santa Teresa"	1704	
The battle off Velez Malaga	1704	
Action in Hyères Roads	1710	
Walker's expedition to Quebec	1711	
The War of Jenkins's Ear, and of the Austrian Succession—		
The battle of Toulon	1744	
The Seven Years' War—		
The expedition to Cape Breton Island	1757	
The capture of Cape Breton Island and Prince Edward's Island	1758	
The capture of Quebec	1759	
Captured French Comète	1761	
The War of American Independence—		
Rodney's action with Spaniards off Cape Finisterre	1780	
Rodney's action with De Langara off St. Vincent	1780	
Assisted to capture French "Protée"	1780	
Arbuthnot's action with Des Touches off the Chesapeake	1781	
Graves's action with De Grasse off the Chesapeake	1781	
Hood's action with De Grasse off St. Kitts	1782	
The battle of Dominica	1782	
The Wars of the French Revolution and Empire—		
Lord Hood's occupation and operations at Toulon	1793	
Captured French "Modeste"	1793	
Hotham's action off Genoa	1795	
Hotham's action off Hyères	1795	
Action with French off St. Vincent	1795	
The battle of Camperdown	1797	
Captured Dutch "Hercules"	1797	
The blockade of the Tagus	1807	
Succoured the Portuguese Royal Family	1807	
The War with America—		
The attack upon New Orleans	1814	
Action with American gunboats in Lake Borgne	1814	



BEDFORD.—A market town of Bedfordshire, 50 miles N.W. of London, situated on both sides of the Ouse, which is spanned by a handsome stone bridge of five arches. The town is noted for its educational facilities. John Bunyan was born in the neighbourhood. Manufactures: lace, and straw plait, also agricultural implements.

The first "BEDFORD" was a 40-gun frigate, launched at Portsmouth in 1697, and sometimes known as the "Bedford Galley." She was of 372 tons, and carried a crew of 136 men. Her length, beam, and draught were 103 ft., 28 ft., and 11 ft.

In 1709 this vessel was partially rebuilt at Portsmouth.

In 1711 the "Bedford," commanded by Captain Andrew Lay, was one of a fleet of 20 men-of-war, 31 transports with 5300 troops, 1 hospital ship, 8 storeships, and 1 tender, under Rear-Admiral Hovenden Walker, with his flag in "Edgar," which was ordered to attack Quebec. Before arriving at the River St. Lawrence it is interesting to note that two captains were one fined, and the other dismissed his ship, by court-martial, for chasing the enemy without orders. The fleet arrived off the St. Lawrence, and met thick weather and strong currents. Eight transports were wrecked, and 884 men were drowned. The flagship narrowly escaped running ashore, and the pilots were not desirous of taking further risks. The fleet then returned to England, the expedition having been a complete failure. On October 15th the flagship "Edgar" blew up at Spithead, and several hundred lives were lost. The admiral and captain were on shore, and their papers were destroyed. Subsequently the admiral was struck off the flag-list and deprived of his half-pay, and the flag-captain was dismissed the service on account of this ill-fated venture, but they were both seriously handicapped in their defence by the loss of their papers.

In 1722 the "Bedford" was sunk as a breakwater at Sheerness.

The second "BEDFORD" was a 70-gun ship, launched at Woolwich in 1698. She was of 1073 tons, and carried a crew of 480 men. Her length, beam, and draught were 151 ft., 40 ft., and 15 ft.

In 1702 the "Bedford," commanded by Captain Henry Haughton, was one of the English ships of the line which formed part of the Anglo-Dutch fleet under Admiral Sir George Rooke, operating against the Franco-Spanish allies. Our fleet consisted of 30 English and 20 Dutch ships of the line, besides cruisers, bombs, storeships, transports, hospital ships, and tenders—160 sail in all. The fleet anchored about six miles from Cadiz on August 12th. After much

THE KING'S SHIPS

BEDFORD

indecision and many councils of war, a landing was effected at Rota on the 15th, and on the following day Rota surrendered after some resistance. The men on shore then became completely demoralised by drunkenness and licentiousness. Nothing further was done by Admiral Rooke except hold councils of war, and the fleet left the neighbourhood of Cadiz on September 19th.

From here the "Bedford" accompanied the allied fleets to Vigo. The enemy were found in Redondela harbour, defended by a stout boom of masts, yards, and cables. Only a portion of the fleet operated owing to the narrowness of the waters, but the "Bedford" was fortunate enough to be one of those employed. The entire Franco-Spanish fleet, after the boom was broken up by Vice-Admiral Hopsonn in the "Torbay," was taken, burned or destroyed, and enormous treasure and booty fell into the hands of the victors. Forty-one of the enemy's craft suffered, and the success of this operation covered Rooke's inactivity at Cadiz.

On March 12th, 1704, the "Bedford," commanded by Captain Sir Thomas Hardy, was



From a contemporary Dutch print.

DESTRUCTION OF FRANCO-SPANIARDS AT VIGO.

British Museum.

in company with the "Kent" and "Antelope" under Rear-Admiral Thomas Dilkes, with his flag in "Kent." While off Lisbon, they chased, overhauled, and after some resistance captured the Spanish 60-gun ships "Porta Coeli" and "Santa Teresa," and the 24-gun merchantman "San Nicholas." The prizes were bound for the West Indies, and were all richly laden with military and ordnance stores.

After the capture of Gibraltar, in which affair she took no active part, the "Bedford," commanded by Captain Sir Thomas Hardy, stood over to the Barbary coast and watered with the fleet, which then continued the search for the Franco-Spanish fleet. They were found on August 12th, near Cape Malaga, in a small gale. On August 13th, 1704, a battle took place off Velez Malaga.

The Anglo-Dutch fleet consisted of 51 ships, mounting 3636 guns under Admiral of the Fleet Sir George Rooke.

The Franco-Spanish fleet consisted of 51 ships, mounting 3596 guns under Admiral Count de Toulouse.

The engagement lasted from 10 A.M. to 7 P.M., when the Franco-Spaniards hauled off. On neither side was any ship taken, and it was a drawn battle, both sides claiming the victory.

The "Bedford" lost 12 killed and 51 wounded. The loss on the English side was heavy, but the Franco-Spaniards lost 1500 killed and more than as many wounded.

On March 27th, 1705, the "Bedford," while in company with the "Assurance," captured two "settees" in the western end of the Mediterranean.

In July 1710 an English squadron under Admiral Sir John Norris stood into Hyères Roads. They found there a French 50-gun ship lying under the shelter of three forts. The duty of dealing with her was entrusted to the "Bedford," commanded by Captain Thomas Stepney, who with several British and Dutch light craft quickly drove the defenders out of the vessel, and out of one of the forts. Boats then advanced to take the prize, but no sooner were the men on board her than she blew up, killing or wounding 35 of the captors. It was alleged by the captors that the French before quitting their ship had lighted a slow match communicating with the magazine; this, of course, they had a perfect right to do, before hauling down their colours.

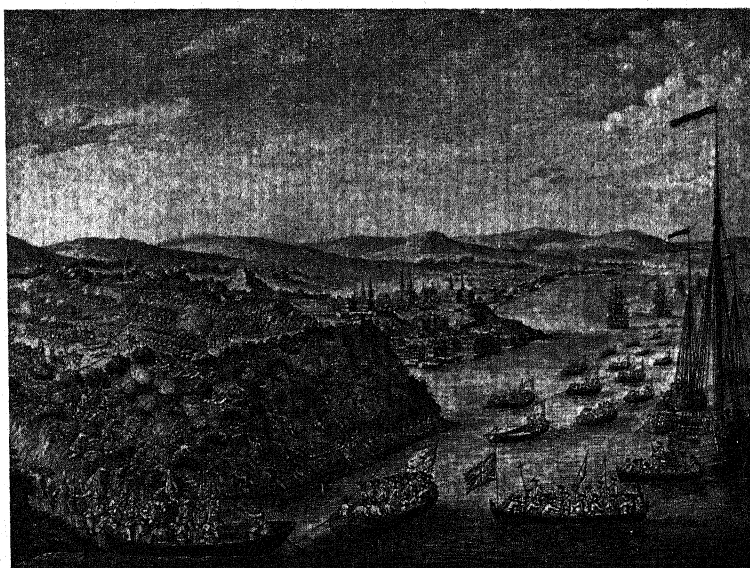
During 1710-12 this ship was rebuilt at Portsmouth and again during 1716-18. She was finally taken to pieces and the dock cleared in November 1736 at Portsmouth. Some of her timbers were saved, and were used in the building and fitting of the next "Bedford."

The third "BEDFORD" was a 70-gun ship, built at Portsmouth in 1740. She was of 1230 tons, and carried a crew of 480 men. Her length, beam, and draught were 151 ft., 44 ft., and 18 ft.

In 1744 the "Bedford," under the command of Captain the Hon. George Townsend, with a crew of 480 men, was in the centre squadron of a fleet of 40 ships commanded by Admiral Thomas Matthews, with his flag in "Namur." They were opposed to the Franco-Spaniards in the battle of Toulon. The Franco-Spaniards made up a fleet of 36 ships in all, and were commanded by Admiral de Court, with his flag in "Terrible." The fleets sighted one another on February 10th, 1744, and a hot action followed in which one ship was captured from the allies and subsequently recaptured by them. The allies were put to flight, and were pursued. The chief result of this action was the suspension of Vice-Admiral Lestock for not supporting the Commander-in-Chief. Vice-Admiral Lestock was tried by court-martial and most undeservedly acquitted. In the subsequent trials Admiral Matthews was cashiered, and four captains were punished for not properly engaging the enemy.

In 1757 the "Bedford" sailed from England in a squadron under the command of Vice-Admiral Francis Holbourne. They reached Halifax in July, and after reconnoitring Louisbourg they embarked troops and proceeded to Louisbourg in Cape Breton and reached the harbour's mouth on August 20th, drawing upon themselves the fire of the forts. Finding the squadron was too weak, they returned to Halifax, where they were joined by reinforcements. They were returning to Louisbourg with the intention of blockading the French, when on September 24th a hurricane sprang up, and dispersed and considerably damaged the squadron, which thereupon returned to England.

In 1758 the "Bedford" was in a large fleet, consisting of 167 sail of various kinds, which sailed from Portsmouth in February under the command of Admiral the Hon. Edward Boscawen. Major-General Amherst commanded the troops. The fleet arrived at Cape Breton to attack Louisbourg on June 2nd. Great difficulty was experienced in landing the troops owing to



Published by Laurie & Whittle.

CAPTURE OF QUEBEC.

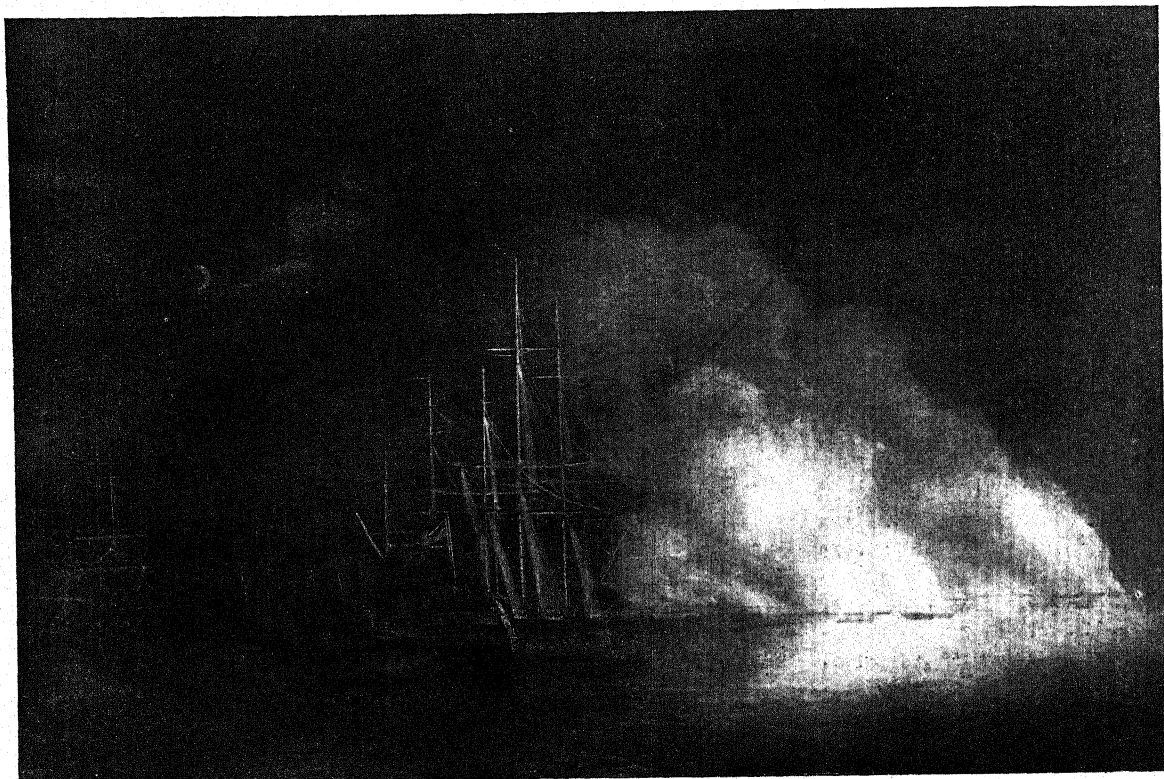
British Museum.

THE KING'S SHIPS

BEDFORD

surf, and many men were drowned. The fleet bombarded and the troops attacked with great vigour, the French making a most gallant defence. The French ships in the harbour of Louisbourg assisted in the defence, and four were sunk in the mouth of the harbour to blockade the entrance. On July 1st one of the French ships blew up and set on fire two others which became total losses. On July 25th the boats of the fleet were manned and armed with 600 men, and the two remaining French ships were captured. This settled the matter, and the governor surrendered on July 26th. In the surrender was included not only the Island of Cape Breton, but also that of St. John, now known as Prince Edward's Island. Three thousand six hundred combatants became prisoners of war, and 216 guns and mortars were taken. The squadron arrived in England on November 1st.

In 1759 the "Bedford," commanded by Captain Thorpe Fowke, was in a fleet of 49 ships,



Painted by D. Serres, R.A.

DEFEAT OF FRENCH FIRESHIPS AT QUEBEC.

Royal Naval College, Greenwich.

besides transports, under Vice-Admiral Charles Saunders as Commander-in-Chief, with his flag in "Neptune." They left Spithead on February 17th, and having secured pilots by a ruse, they anchored a few miles below Quebec on June 26th with nearly 10,000 troops. On June 28th the French sent down seven fireships and two firerafts, but these were grappled and towed clear by the ingenuity and activity of the seamen. The troops were landed, and attacked Quebec on September 13th. The seamen assisted with guns. On this day both General Wolfe and the Marquis of Montcalm, the English and French military Commanders-in-Chief of the troops, were mortally wounded. After some fighting on the Plains of Abraham the French retired. Additional ships were brought up to bombard, and on the 17th the enemy offered to surrender. On the 18th the Vice-Admiral was one of the signatories to the surrender.

On March 16th, 1761, the "Bedford" engaged and captured the French 32-gun frigate "Comète" off Ushant.

In 1767 this vessel became a hulk and in 1787 she was sold for £415.

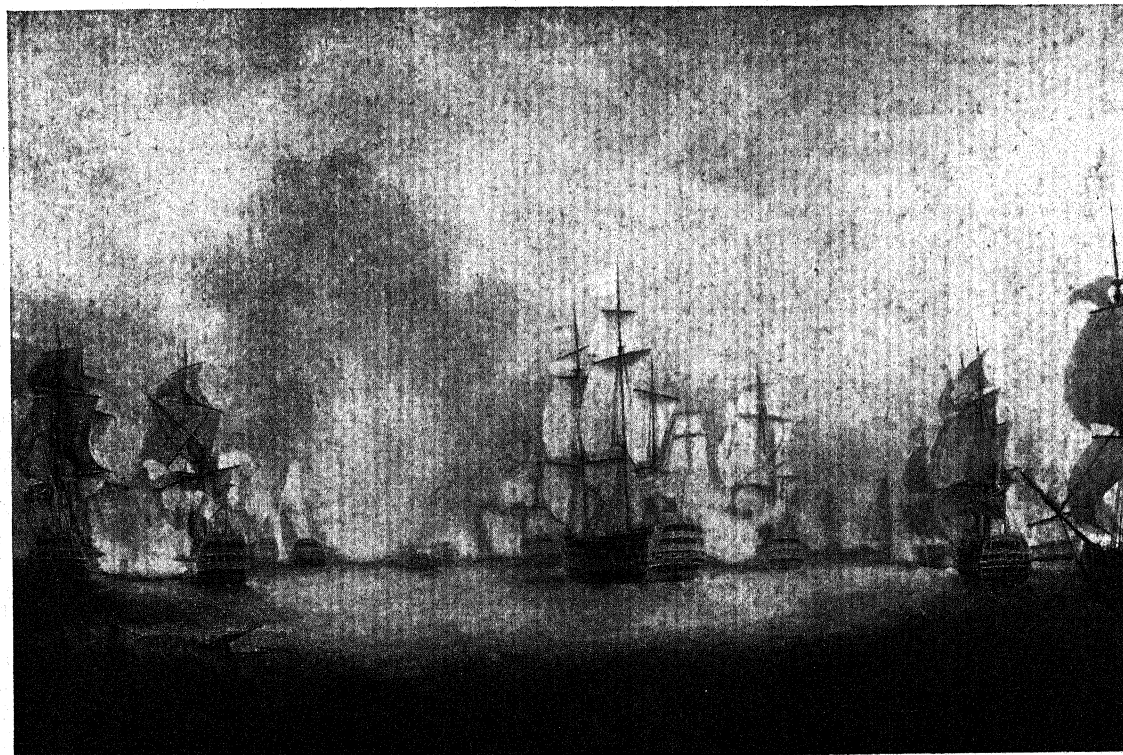
The fourth "BEDFORD" was a 74-gun ship, launched at Woolwich in 1775. She was of 1606 tons, and carried a crew of 600 men. Her length, beam, and draught were 168 ft., 47 ft., and 20 ft.

THE KING'S SHIPS

In 1778 the "Bedford," commanded by Captain Edmund Affleck, proceeded to North America in a fleet of 14 ships under Vice-Admiral Byron, with his flag in "Princess Royal," and played some small part in the war with the American colonies.

In 1780 the "Bedford" was in an English fleet of some 21 ships of the line and 11 frigates under Admiral Sir George Rodney. They sailed from Plymouth on December 29th, 1779, for Gibraltar and the West Indies. At daylight on January 8th 22 Spanish sail were sighted and at once chased. After a few hours' action they were all captured. Seven were men-of-war, chiefly frigates, and the remainder were merchant vessels laden with stores and provisions for the Spanish fleet at Cadiz. This action was fought about 300 miles west of Cape Finisterre; the fleet then proceeded towards Gibraltar.

On January 16th, close to St. Vincent, another Spanish fleet was sighted consisting of 11 ships of the line and 2 frigates under Admiral Don Juan de Langara. The English ships



Painted by R. Paton.

RODNEY DEFEATS LANGARA.

The Painted Hall, Greenwich.

at once chased, and at 4 P.M. the leading ships got into action. At 4.30 a Spanish 70 blew up with all on board, and at 6 another struck. A night action followed, and at 2 A.M. the Spaniards surrendered. Besides the one blown up, six Spanish ships were captured, but of these two drove ashore and were lost.

In 1780 the "Bedford" was in a squadron under Rear-Admiral the Hon. Robert Digby. On February 24th off Madeira they fell in with a French convoy. Three of the convoy were taken, and after a most courageous defence the French 64-gun ship "Protée" surrendered, with 32 killed and a great number wounded, to the "Bedford," "Resolution," and "Marlborough."

In January 1781 the "Bedford" was wholly dismasted in a storm off the American coast. In March 1781 the "Bedford," commanded by Captain Edmund Affleck, was in a fleet of 12 ships commanded by Vice-Admiral Arbuthnot, with his flag in "Royal Oak." They fought an action off Chesapeake Bay on March 16th, 1781, against a fleet of 11 French ships under Commodore des Touches, with his broad pennant in "Neptune." The fleets sighted one another early on March 16th, and manœuvred for position till 2.30 P.M. when the action started. After three English ships had been seriously disabled the French stood away, and Arbuthnot abandoned the chase after an hour or two. The French out-manœuvred the English ships and lost 72 killed and 112 wounded. The British lost 30 killed and

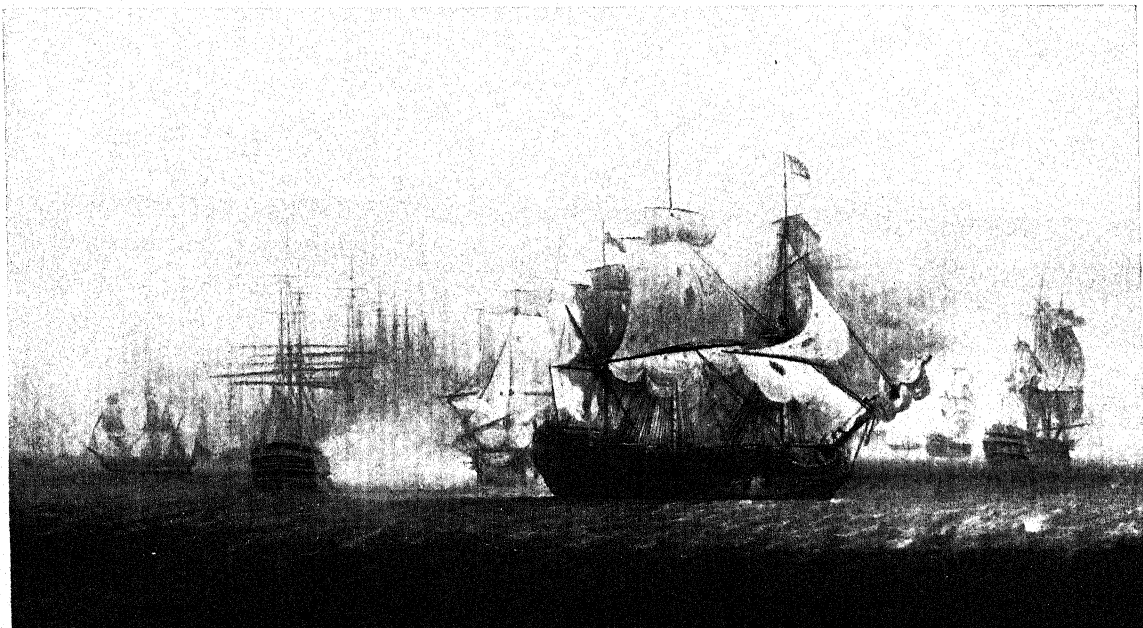
THE KING'S SHIPS

BEDFORD

73 wounded. Arbuthnot was much blamed by his contemporaries for both his handling of the fleet and his failure to chase.

On September 5th, 1781, the "Bedford," commanded by Captain Thomas Graves, was in a fleet of 27 ships under Rear-Admiral Graves, with his flag in "London," which fought the French under Admiral Comte de Grasse off the Chesapeake towards the end of the war with America. The French had 24 ships. The fleets met on September 5th, and the action began at 3.30 P.M., ceasing shortly after sunset. The English lost 90 killed and 246 wounded. The French lost about 200 killed and wounded. The Rear-Admiral, Sir Samuel Hood, considered that Rear-Admiral Graves lost the action through making tactical errors, and the failure to defeat the French fleet had a great influence on the final outcome of the war with America. Five days later it was found necessary to burn the "Terrible," a ship that had been kept afloat with difficulty since the action.

In 1782 the "Bedford," commanded by Captain Thomas Graves and flying the broad pennant of Commodore Edmund Affleck, was in a fleet of 30 ships commanded by Rear-Admiral



Painted by N. Pocock.

HOOD'S DEFENCE AT ST. KITTS.

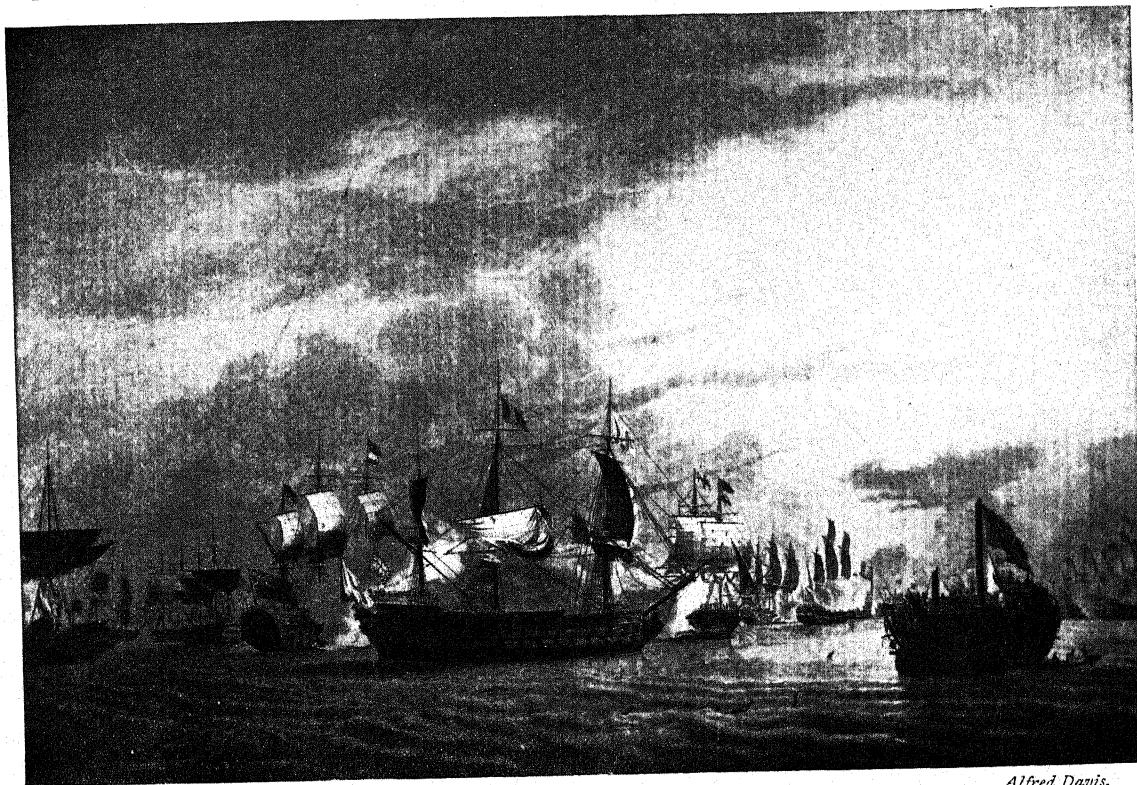
The Painted Hall, Greenwich.

Sir Samuel Hood, Bart., with his flag in "Barfleur." On January 23rd they put to sea to meet a French fleet said to be in sight of St. Kitts in the West Indies. The fleets were in sight of one another on January 23rd. All the forenoon they manœuvred for position. The French were commanded by Admiral Comte de Grasse. By 2.30 P.M. the French were attacking the British rear without success. When the French endeavoured to cut off a ship in rear, the "Bedford" threw all her sails aback and went to her support. By 4 P.M. Hood had anchored his whole fleet at St. Kitts and had taken possession of the roadstead, and all firing ceased at 5.30 P.M. Hood then anchored his fleet in line of battle. The French returned to the attack on the following morning, and an action of great fury began at 9 A.M., in which the French swept down the sides of the anchored fleet. The attempt failed again during the afternoon, and Sir Samuel Hood was left in possession until February 13th, when he sailed after dark, having given the French a very severe check. The British lost 72 killed and 244 wounded. The French lost 107 killed and 207 wounded.

In April 1782 the "Bedford," commanded by Captain Thomas Graves and flying the broad pennant of Commodore Edmund Affleck, was one of a fleet of 36 ships of the line under Admiral Sir George Rodney, who flew his flag in "Formidable." They met in the West Indies between Dominica and Guadeloupe a French squadron of 30 ships of the line commanded by Vice-Admiral Comte de Grasse, with his flag in "Ville de Paris." The fleets first met on April 9th, and De Grasse at once detached his convoy into Guadeloupe. Two actions took place

THE KING'S SHIPS

this day, one lasting for an hour and the other for an hour and a half. The English received some injuries, and lay to that night for repairs. On the three following days the English fleet chased De Grasse. The two fleets met again on April 12th, and the French ships fired the first shot at 8 A.M. By 9 o'clock the action was general, and the English ships broke the French line in three different places. The action was brought to a conclusion by 6 P.M. by the surrender of the French flagship "Ville de Paris." Rear-Admiral Sir Samuel Hood said that 20 French ships would have been captured had the Commander-in-Chief chased. The British lost 243 killed and 816 wounded, and 2 captains out of 36 were killed. The French loss in killed and wounded has never been stated, but must have been considerably higher than that of the English. The English lost no ships. The French lost five captured, and three crippled ships were despatched to seek safety. On April 17th Rear-Admiral Sir Samuel Hood was



After R. Dodd. Engraved by F. Chesham.

BATTLE OF DOMINICA.

Alfred Davis.

sent in pursuit, and he captured four ships, two of which were crippled. Sir George Rodney was created a Peer for this victory, with £2000 a year settled on the title in perpetuity.

In 1793 the "Bedford," commanded by Captain Robert Man, was one of a fleet of 51 sail of various kinds under Vice-Admiral Lord Hood, with his flag in "Victory." They arrived off Toulon on August 15th to keep the French fleet in check. Inside the port there were 58 ships, frigates, and corvettes. The Royalist forces surrendered the town, works, and ships to Lord Hood, who landed seamen and took possession of the forts. The Spaniards, under Admiral Don Juan de Langara, co-operated with the English. Soon afterwards the French Republican forces laid siege to the town, and continued their operations with such activity that on December 15th the English and Spanish allies were forced to evacuate the place. They took away with them 15,000 of the Royalist population, and before leaving they destroyed the dockyards and magazines and a large number of ships in the harbour. The Royalists left behind were massacred by the Republicans.

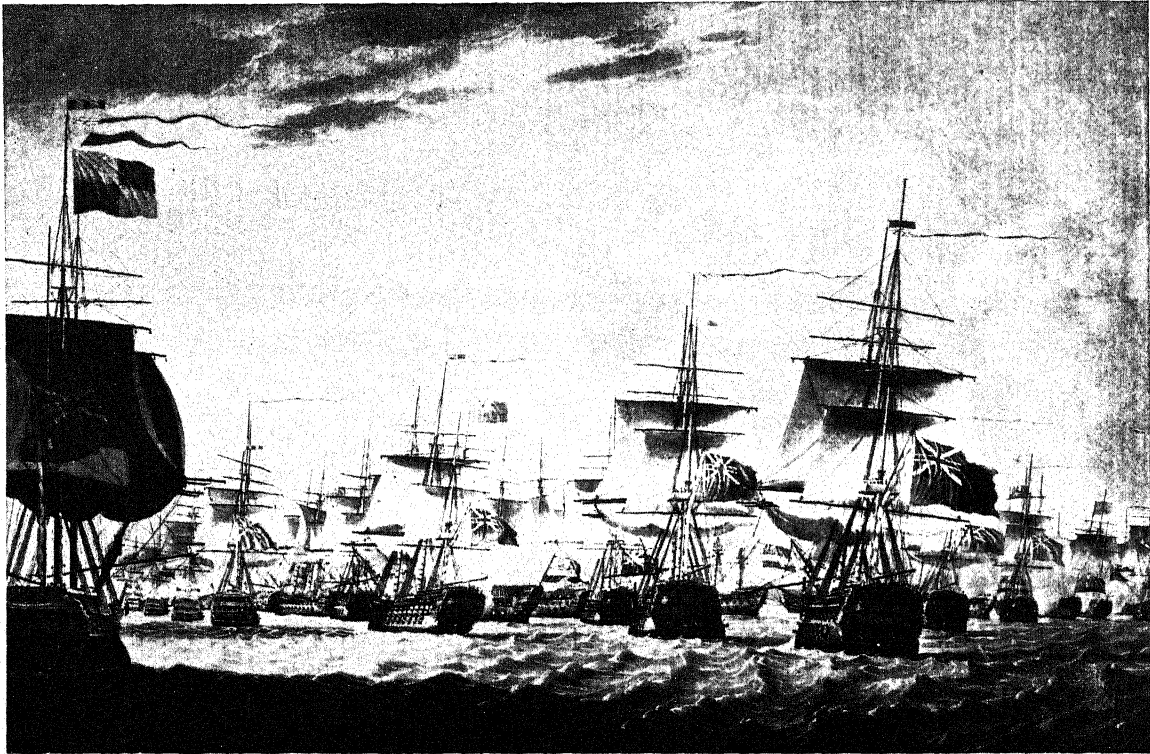
On October 5th, 1793, having been detached from Toulon, the "Bedford," in company with the "Captain" and "Speedy," discovered some French vessels in Genoa. The "Bedford" warped herself alongside the 36-gun frigate "Modeste," boarded, and carried her. The boats from the ships then captured some French trading vessels.

THE KING'S SHIPS

BEDFORD

In 1795 the "Bedford," commanded by Captain Davidge Gould, was in the van squadron of a combined British and Neapolitan fleet of 24 sail in all commanded by Vice-Admiral Hotham, with his flag in "Britannia." They took part in an action with the French off Genoa. The French fleet consisted of 22 ships. The enemy were sighted on March 11th, and after a chase a partial action took place on the 13th, in which the "Bedford" hotly engaged the enemy's rear. A further action took place on the following day, in which two French ships were captured, and the "Bedford" was so damaged that she had to be towed out of the fighting line. The total British loss was 74 killed and 284 wounded, to which the "Bedford" contributed 7 killed and 18 wounded. The total French loss is not known, but the two captured French vessels alone lost 400 killed and wounded. Historians consider that Vice-Admiral Hotham did not take full advantage of his opportunities.

On July 9th, 1795, the "Bedford," commanded by Captain Davidge Gould, was one of



Painted and engraved by R. Dodd.

BATTLE OF CAMPERDOWN.

British Museum.

a combined British and Neapolitan fleet of 32 sail in all under Admiral Hotham, with his flag in "Britannia." Commodore Horatio Nelson on the 7th had discovered the French fleet off Cape de Melle, and was chased to San Fiorenzi, where he gave the information to the Admiral. The French fleet consisted of 23 ships under Vice-Admiral Martin. On July 13th the French fleet were sighted off Hyères, and the British at once chased. The action began at 12.30 P.M. At 2 P.M. a French ship struck her colours, and at 3 P.M. Admiral Hotham stopped the action. The British lost 11 killed and 28 wounded, and had captured one ship. Admiral Hotham's decision to cease fighting was severely criticised by those competent to do so.

In September 1795 the "Bedford," commanded by Captain Augustus Montgomery, was one of a squadron of seven ships in charge of a convoy of 63 sail homeward bound from Gibraltar. On October 7th, while off St. Vincent, they met a French squadron of greatly superior force. The convoy were ordered to disperse, but thirty of them were captured. One English man-of-war was captured, but the "Bedford" and others managed to escape.

In 1797 the "Bedford" was one of the ships concerned in the mutiny at the Nore. The men demanded more pay, more leave, a more equitable division of prize-money, a moderation in the harshness of the Articles of War, and other things. Many were executed, large numbers were flogged from ship to ship, and many were imprisoned.

THE KING'S SHIPS

On October 11th, 1797, the "Bedford," commanded by Captain Sir Thomas Byard, took part in the battle of Camperdown off the Dutch coast.

The English fleet consisted of 24 ships, commanded by Admiral Adam Duncan, with his flag in "Venerable."

The Dutch fleet consisted of 26 ships, commanded by Vice-Admiral de Winter, with his flag in "Vryheid."

The fleets engaged at about noon, several English ships cutting through the line. The "Bedford" attacked the "Admiral T. H. de Vries" and the "Hercules." The "Hercules" took fire, threw her powder overboard, lost her mizzenmast, and struck to the "Bedford." The action concluded with the British having taken eleven Dutch ships, all of which were practically dismasted, and badly damaged in the hull. The British lost 244 killed and 796 wounded, but that of the Dutch is not known. The "Bedford" was badly mauled, and lost her first lieutenant and 29 killed and 41 wounded. Admiral Duncan was created Viscount Duncan of Camperdown, with a pension of £3000 a year for three lives, and the Vice-admiral was given a Baronetcy on account of this victory.

In 1807 the "Bedford," commanded by Captain James Walker, was one of a squadron of nine vessels engaged in the blockade of the Tagus, under Rear-Admiral Sir Sydney Smith, with his flag in "Hibernia." The Portuguese Royal Family, headed by Prince Regent Dom Joao, then allowed themselves to be persuaded to leave Portugal until the trouble with France was settled. The "Bedford" was one of four ships which escorted the Royal Family to Bahia and Rio de Janeiro.

In 1814 the "Bedford" was engaged in the war with America.

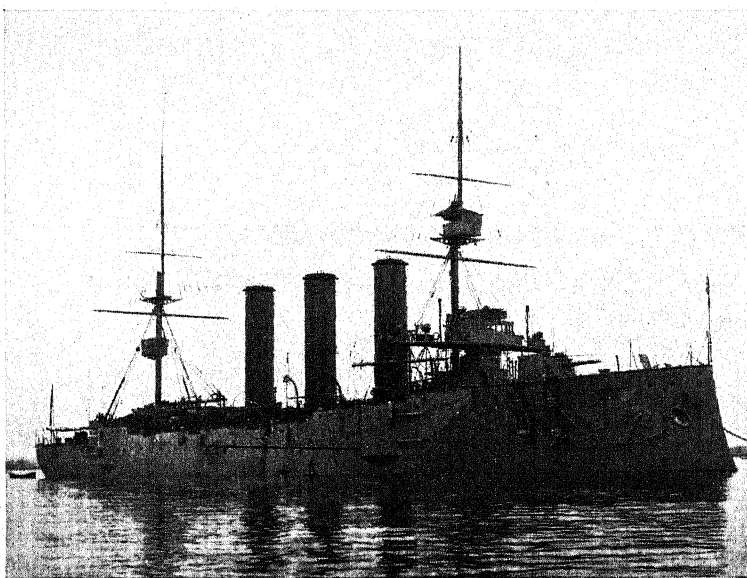
On December 8th, 1814, the "Bedford" was one of a large fleet of men-of-war and transports under Vice-Admiral Sir Alexander Cochrane which arrived off the mouth of the Mississippi to assist in the attack on New Orleans by the army.

On December 14th the men and boats from the "Bedford" went to make up a party of 42 launches armed with a carronade in the bow, and carrying 980 seamen and marines, which proceeded to Lake Borgne to attack five American gunboats manned by 182 men. The gunboats were moored head and stern, had their boarding nettings triced up and were in readiness. After a desperate struggle the first gunboat was captured, her guns were turned on the second; the third and fourth were carried; and the fifth hauled down her colours. The British lost 17 killed and 77 wounded. The Americans, who had put up a most creditable defence, lost 42 killed and wounded.

In 1817 the "Bedford" was broken up.

The fifth "BEDFORD" was a 14-gun twin-screw cruiser, launched at Govan in 1901. She was of 9800 tons, 22,457 horse-power, and 23 knots speed. Her length, beam, and draught were 440 ft., 66 ft., and 24 ft.

On August 21st, 1910, this ship while commanded by Captain Edward S. Fitzherbert ran ashore on Quelpart Island on the China Station, and became a total wreck, 18 lives being lost through the sudden flooding of the stoke-holds. The wreck was sold soon afterwards for £3000.



From the photograph by Ernest Hopkins.

THE FIFTH "BEDFORD."

BELLEROPHON

The Wars of the French Revolution and Empire—

The Glorious First of June	1794
"Never mind my leg, take care of my flag!"	1794
Cornwallis's retreat from Brest to Plymouth	1795
"It warn't in the nature of her"	1795
The blockade of Cadiz	1797
The battle of the Nile	1798
Captured French "L'Aigle"	1803
The blockade of San Domingo	1803
Assisted to capture French "Duquesne"	1803
Captured French "La Découverte"	1803
The blockade of Cadiz	1805
The battle of Trafalgar	1805

"Bellerophon—Death or Glory"	1805
Captured the Spanish "Monarca"	1805
Escorted the "Victory" to England	1805
Boat attack at Hangö	1809
Boat attack at Barø Sound	1809
Received surrender of the ex-Emperor Napoleon	1815
The Syrian War—	
The blockade of the Syrian coast	1840
The bombardment of Beyrout	1840
The bombardment and capture of St. Jean D'Acre	1840
The Russian War—	
The bombardment of Sebastopol	1854
"Well done, Bellerophon"	1854



BELLEROPHON.—The son of Glaucus, King of Corinth. The murder of Bellerus procured him the name of Bellerophon or murderer of Bellerus. After this murder he fled to the court of the King of Argos, whose wife became enamoured of him, and because he slighted her passion she sought to destroy him. He was sent to Lycia, conquered the dreaded monster Chimæra with the aid of the winged horse Pegasus, and marrying the daughter of the King of Lycia, he succeeded to the throne of Lycia.

The first "BELLEROPHON" was a 74-gun ship of 1613 tons, launched at Frindsbury in 1786. She carried a crew of 590 men, and her length, beam, and draught were 168 ft., 47 ft., and 17 ft.

Wild weather made the ship uneasy in her cradle, and she had to be launched in great haste some hours before the official ceremony, by the builder himself. Mr. Edward Fraser relates the whole story in full with his accustomed charm in his book on the "Bellerophons," entitled *Bellerophon, the Bravest of the Brave!*

On May 5th, 1794, the "Bellerophon," commanded by Captain William Johnstone Hope, and flying the flag of Rear-Admiral Thomas Pasley, was off Ushant in a fleet of 25 ships, 7 frigates, 6 fireships, sloops, and hospital ships commanded by Admiral Earl Howe, with his flag in "Queen Charlotte." Until the 28th Lord Howe searched for the French fleet, which consisted of 26 ships, 7 frigates, and 4 small craft under Rear-Admiral Villaret-Joyeuse, with his flag in "Montagne." On the 21st the English fleet captured a Dutch convoy, and on the 25th took an American brig and two small French frigates. On May 28th the French fleet were sighted and at once chased. A partial action began at 5 P.M., and at 6 the "Bellerophon," by excellent seamanship, got near enough to open fire on the "Révolutionnaire," which was a 110-gun ship, and engaged her most gallantly for an hour and a half. By 10 P.M. the "Révolutionnaire" was disabled, with 400 killed and wounded, but was rescued and towed away. On May 29th a further action took place in which the French were badly mauled, and the British lost 67 killed and 128 wounded. On June 1st the British stood over to the attack, and the action began at 9.30. Howe's fleet broke through the French line and engaged from leeward. The "Bellerophon" engaged the "Eole" and "Trajan," and was so damaged aloft that she had to signal for assistance from the "Latona." By 11.30 the action was



Castles' Shipbreaking Company.
THE FIRST "BELLEROPHON"
FIGURE-HEAD.

practically over, and the British had eleven and the French twelve more or less dismasted vessels. The British lost 290 killed and 858 wounded, which included 3 captains killed and 3 admirals wounded. The "Bellerophon" lost 4 killed and 27 wounded, which included Admiral

Thomas Pasley, who lost his leg. The French lost 6 ships captured, 1 sunk, and about 7000 killed, wounded, or prisoners on this the Glorious First of June 1794. It is interesting to observe that during this fight Matthew Flinders, the great explorer and surveyor, was a mid-shipman on board the "Bellerophon." When sympathy was expressed to Admiral Pasley on the loss of his leg, "Never mind my leg," he said, "take care of my flag!" Admiral Pasley was created a Baronet with a pension of £1000 a year.

A song, written by a Lieutenant of the "Bellerophon" after the action on the 29th May, was sung in full chorus in the ward room of that ship on the evening of the 31st May, the night previous to the Glorious First of June. Some of the verses now follow:—

The signal for the same being made, the chase was soon begun ;
And then for battle we prepar'd, to show monsieurs some fun.
Our ship being clear'd, the foe we near'd, with expectations high,
That we should show the murd'rous foe, that British courage still would flow
To make them strike or die.

The fam'd *Bellerophon* began her cannons first to play
Upon a three-deck'd ship of theirs, which could not run away :
Our hearts of gold their shot well told, in show'rs about her side,
Till the *Leviathan* came up, the battle to divide ;
Then seeing plain 'twas quite in vain the contest more to try,
She struck ; and this does shew that British courage still will flow
To make them strike or die.

The battle warmly was maintain'd, much valour was display'd,
Till night, with all her sable train, the action still delay'd.
Now, since again all o'er the main these rebels can't be found,
We'll toast our Admirals in our glass ; our girls, too, shall go round.
Each heart shall sing, "Long live the King !" and each again reply,
"If e'er we're call'd again we'll shew that British courage still shall flow
To make them strike or die."

This second part of the same song was written by the same officer referred to above immediately after the victory on the Glorious First of June:—

We anxiously the Frenchmen sought for two days o'er the main,
And on the First of June we brought those rebels to again.
Lord Howe the signal made for each his opposite to take,
Not doubting then that such brave men would soon a conquest make.
The fight began, and ev'ry man his utmost power did try
To make these traitors feel and know that British courage still would flow
To make them strike or die.

Two hours or more this battle was with matchless warmth maintain'd,
When Providence smil'd on our cause and vict'ry for us gain'd.
Though at one time three of the line upon our ship did fall
Yet we so well our shot did tell that we beat off them all.
The masts of one were soon brought down, and she a log did lie,
To make these "sans-culottes" all know that British courage still shall flow
To make them strike or die.

Our gallant chief commander too, by three was clos'd around ;
He fought so bravely that the foe was forc'd to quit his ground.
Now nine or ten upon the main, dismasted wrecks they lay ;
And all the rest got so well drest they did not chuse to stay.
Thus o'er the main being left to reign, to England soon we'll hie
With all our prizes, which will shew that British courage still will flow
To make them strike or die.

But one small tribute let me pay, which justice does demand,
To Admiral Pasley, who this day was ta'en from his command.
One wicked shot, which they had got, his leg did sever soon,
Which robb'd the van of this brave man long e'er the fight was done.
Yet 'midst such play he'd smile and say, "Fight on, my lads, and try
To make those rebel Frenchmen know that British courage still will flow
To make them strike or die."

My shipmates, now let's celebrate a day of great renown,
Which will this victory relate to ages yet unknown.

THE KING'S SHIPS

BELLEROPHON

Come, let us raise our voice to praise the gallant name of Howe,
Who by this check the stubborn neck of France has made to bow;
May peace again, and all her train, with blessings from on high,
Shine on our Isle! then all shall know that Britons will such courage show
To make them strike or die.

God save the King!

In 1795 the "Bellerophon," commanded by James, Lord Cranstoun, was in a squadron



Painted and engraved by R. Dodd.

British Museum.

"BELLEROPHON" DISMASTED AT THE NILE.

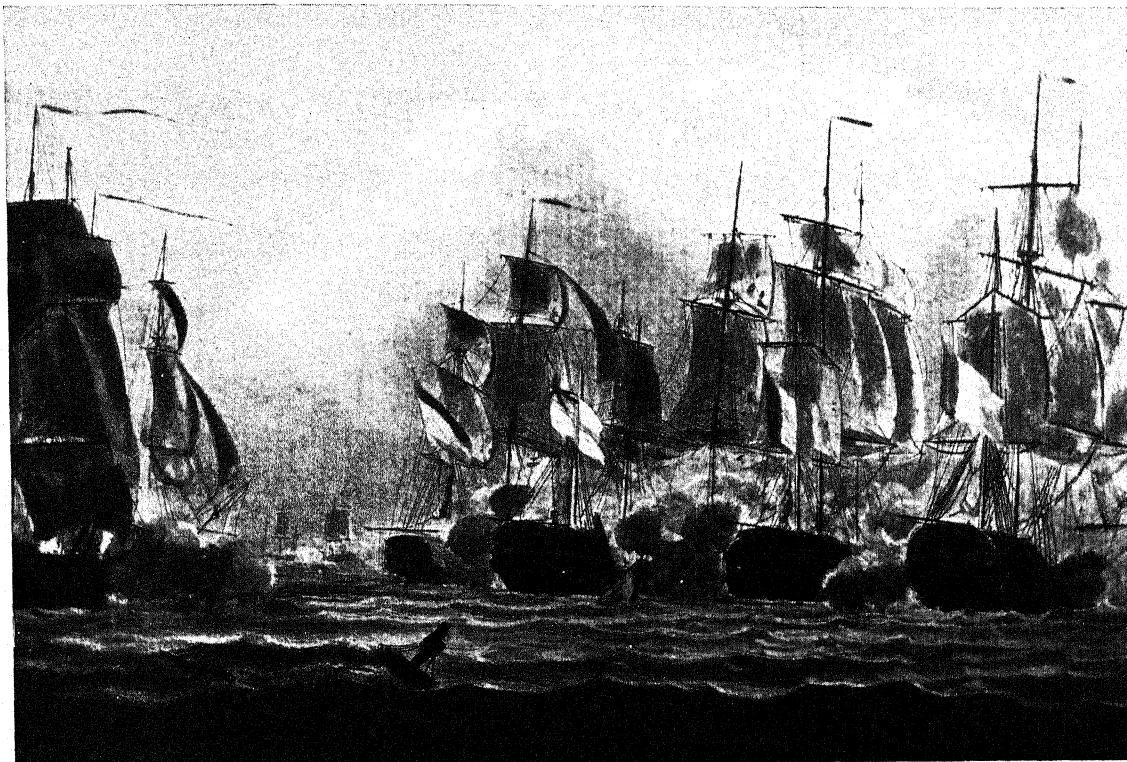
of eight vessels commanded by Vice-Admiral the Hon. William Cornwallis, with his flag in "Royal Sovereign." On June 8th a French squadron was sighted and chased off Brest, one frigate being captured and some of a merchant convoy. Having detached one ship with the prizes, Cornwallis was left with five ships of the line and two frigates, and on June 16th a French fleet of 13 sail of the line and 14 frigates were sighted. The French at once chased, and the British started a masterly retreat which lasted twenty-two hours. The "Bellerophon" and others cut away their anchors, and threw overboard a quantity of gear to improve their sailing. The French crept up and engaged at 9 A.M. on the 17th. The "Mars" got into difficulties, but the flagship turned and helped her. The British ships cut holes in their stern frames and galleries in order to keep up the greatest possible stern fire, and eventually the French stood away, and Cornwallis got safely into Plymouth. The thanks of both Houses of Parliament were unanimously given to the participators in this action. The "Bellerophon" sailed badly, the men explaining that it

"warn't in the nature of her to run afore an enemy," but by throwing overboard her bower anchors and the launch, she was able to sail better.

In 1797 the "Bellerophon" assisted in the blockade of Cadiz, and her boats assisted to annoy the enemy.

In 1798 the "Bellerophon," commanded by Captain Henry d'Esterre Darby, was one of a fleet of 14 vessels under Rear-Admiral Sir Horatio Nelson, with his flag in "Vanguard," which utterly defeated the French fleet at the battle of the Nile. The French under Vice-Admiral Brueys, with his flag in "Orient," consisted of 17 ships, 2 brigs, 3 bombs, and several gunboats. Nelson with his fleet chased, and searched for three months, starting at Cadiz on May 2nd, and eventually found the French fleet at anchor in the Bay of Aboukir on August 1st at 1 P.M. Standing into the bay at 5.30 Nelson formed line of battle, and at 6 P.M. the action began by the British attacking the French van and centre while they anchored by the stern. At 7 P.M. the "Bellerophon" anchored close to the French 120-gun flagship "Orient" and attacked her. The "Culloden" grounded while coming into harbour, and was unable to take a part in the

action. For an hour and a half the "Bellerophon" engaged the 120-gun "Orient," and then

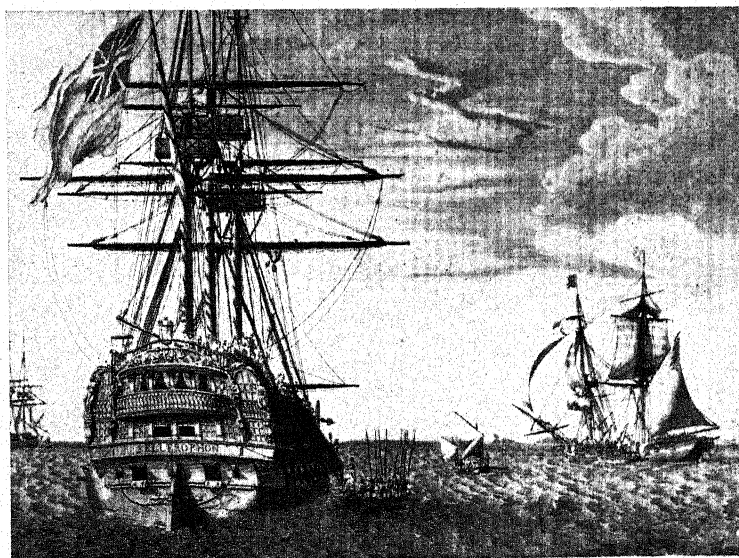


After T. Whitcombe. Engraved by T. Sutherland.

A. Ackermann.

"BELLEROPHON'S" SITUATION AT TRAFALGAR.

drifted out of the action with 49 killed, 148 wounded, on fire in three places, the hull shattered, and the ship totally dismasted. In this state she was fired into by the French "Tonnant" and narrowly escaped being fired at by the "Swiftsure," which mistook her for a French ship. At 10 P.M. the French flagship "Orient" blew up, having caught fire an hour previously. The action continued through the night, and at 6 A.M. four French ships escaped under Rear-Admiral Villeneuve. The British lost 218 killed and 678 wounded, which included one captain killed, and Admiral Nelson and other officers wounded. The French lost killed, wounded, burned, drowned, and missing about 3500, which included among the killed Vice-Admiral Brueys and 4 captains. Of the French ships, 9 were captured, 3 were burned, and 4 escaped. Three of the prizes were eventually burned as useless. Nelson's popularity had been under a cloud, but he was now given a



Engraved by Bangéau.

EMBARKATION OF NAPOLEON.

British Museum.

THE KING'S SHIPS

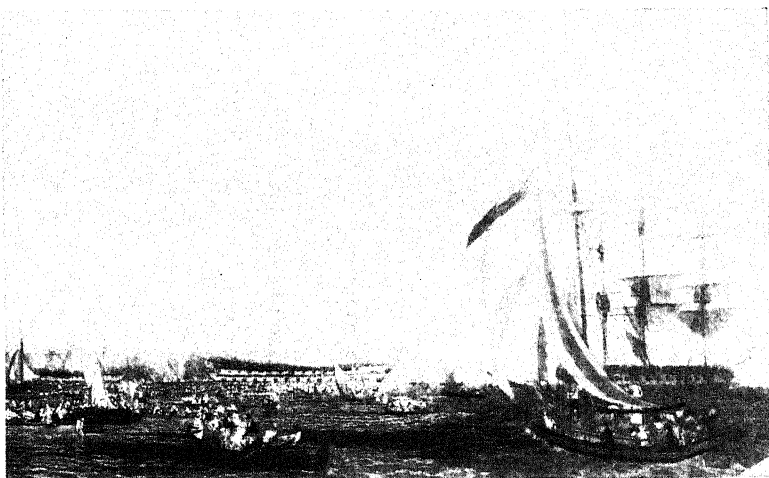
BELLEROPHON

Peerage, a pension of £3000 for three lives, and a present of £10,000 from the East India Company. The first lieutenants of all ships were promoted, and the British and Irish Parliaments

voted thanks to the whole fleet. The "Bellerophon" lost 49 killed and 148 wounded. Captain Darby was severely wounded early in the fight, but his place was taken by Lieutenant Dowell, who fought the ship most gallantly until killed. The "Bellerophon" was the only ship mentioned by name in Nelson's despatch.

In June 1803 the "Bellerophon," commanded by Captain John Loring, captured the French 16-gun brig "L'Aigle" and a 10-gun French schooner privateer.

In July 1803 the "Bellerophon," flying the broad pennant of Commodore John



Painted by J. J. Chalon, R.A.

The Painted Hall, Greenwich.

PLYMOUTH SIGHTSEERS VISIT NAPOLEON.

Loring, was engaged in the blockade of Cap François, San Domingo. On July 24th the French escaped at a time when the British squadron were blown to leeward by a gale. The "Bellerophon," accompanied by the "Vanguard," "Aeolus," and "Tartar," chased the French 74-gun ship "Duquesne," and compelled her to surrender after a brief action at 3 P.M. on July 25th. On November 26th, 1803, the "Bellerophon's" launch, commanded by Lieutenant Pilch, gallantly captured the French 16-gun vessel "La Découverte."

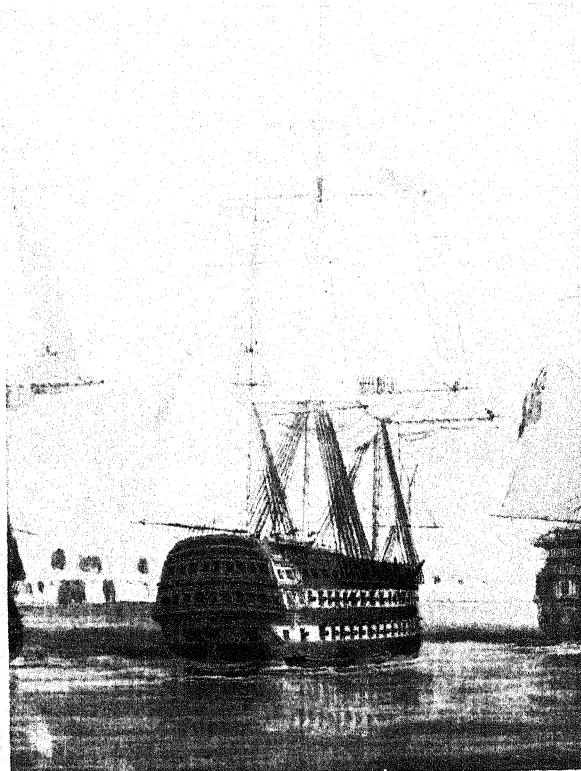
In 1805 the "Bellerophon" assisted in the blockade of Cadiz under Vice-Admiral Collingwood.

On October 21st, 1805, the "Bellerophon," commanded by Captain John Cooke, took part in the battle of Trafalgar.

The English fleet consisted of 27 ships, 4 frigates, and 2 small craft under Vice-Admiral Lord Nelson, with his flag in "Victory."

The Franco-Spanish fleet consisted of 33 ships, 5 frigates, and 2 small craft under Vice-Admiral Villeneuve and Admiral Don Frederico Gravina.

At daybreak the enemy were discovered 11 miles to leeward. The British fleet stood down to the attack in two lines, and the French opened fire on the leader of the lee line at noon. At 12.10 Vice-Admiral Cuthbert Collingwood broke the enemy's line, and at 1 P.M. Lord Nelson did the same. As soon as the light wind permitted the remaining British ships came up and engaged, and by 1.30 the battle was at its height. The "Bellerophon" cut the enemy's line, engaged the "Monarca" with her port broadside and the "Aigle" with her starboard. In addition to her guns the "Aigle" used hand grenades. She was then attacked

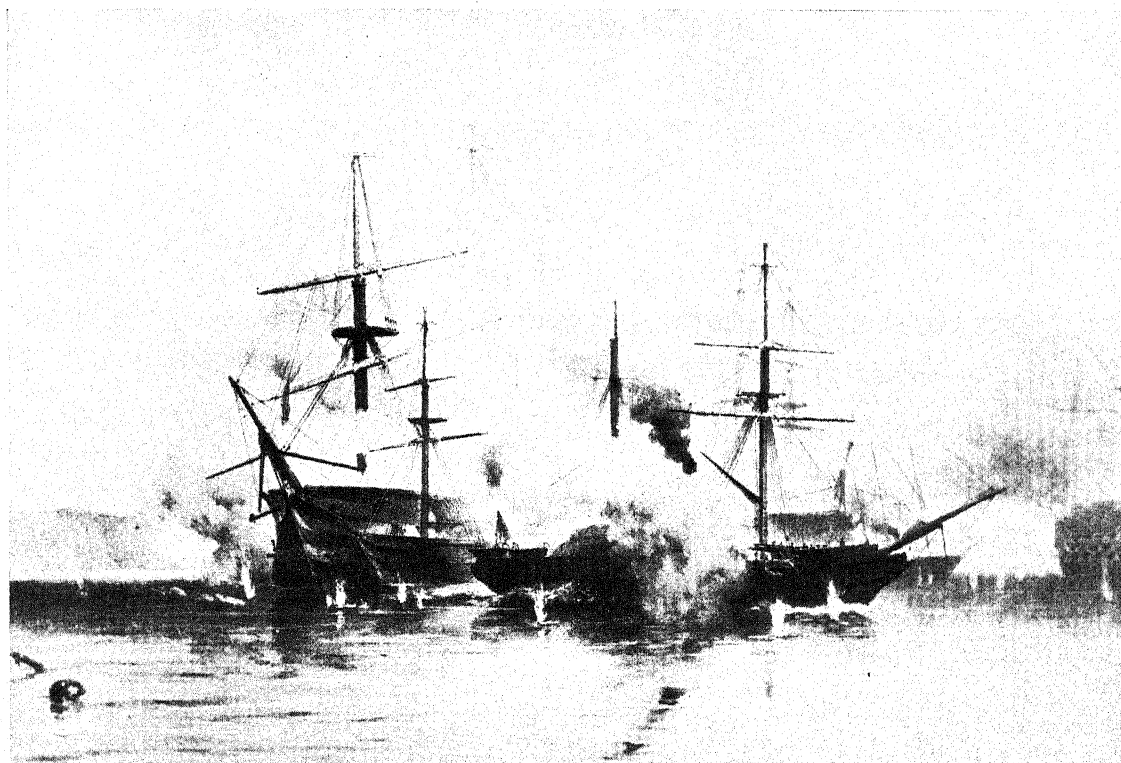


From an old Print.

Royal United Service Institution.

THE SECOND "BELLEROPHON."

by two other vessels, one on each quarter, and by yet a third right astern. By 1 P.M. the "Bellerophon" lost her main and mizzen-topmasts, set fire to the wreckage by the flashes from her guns, and at 1.10 Captain John Cooke was killed, and the command devolved on Lieutenant W. P. Cumby. When men had been falling fast an officer pointed out to Captain Cooke that his epaulettes were giving a mark for the enemy's riflemen. "It is now too late to take them off," he replied, "I see my situation, but I will die like a man." Captain Cooke received two musket balls in the breast, and on the quartermaster asking if he should take him below, he answered, "No, let me lie quietly one minute; tell Lieutenant Cumby never to strike." The "Bellerophon" repulsed some attempts to board, and was presently relieved from her difficult position by the appearance of the "Colossus." By this time the "Bellerophon" was entirely out of control, but she still had sufficient fight in her to oblige the "Monarca" to haul down her colours.



After E. W. Brooker. Lithographed by T. G. Dutton.

T. H. Parker, Brothers.

THE SECOND "BELLEROPHON" AT SEBASTOPOL.

At 1.25 P.M. Lord Nelson was mortally wounded while walking the "Victory's" quarter-deck with his flag-captain, and by 3 P.M. the firing had diminished. At 4.40 P.M., having learned of the completeness of the victory, the British Commander-in-Chief quietly and without a struggle ceased to breathe. By 5 P.M. the fight was over, the fleet being 8 miles N.W. by W. of Trafalgar. The British lost 449 killed, which included Vice-Admiral Lord Nelson, two captains, and 34 officers; and 1241 wounded, which included 106 officers. The British ships suffered severely in the hulls, and many were wholly or partially dismasted. The Franco-Spaniards lost 18 ships captured, of which one blew up. It appears that the enemy lost about 7000 killed and wounded, which included 2 admirals, and 7 captains killed. The remainder of the allied fleet managed to escape, and six months later the French Commander-in-Chief, Vice-Admiral Villeneuve, died at Rennes, it is said by his own hand, and was buried without military honours. Of the 17 prizes, two sank, six were wrecked and lost in a storm after the battle, two were burned, and one was destroyed. The eldest brother of Lord Nelson was created an earl with £5000 a year settled on the title in perpetuity, and given £99,000 to buy an estate. An annuity of £2000 was assigned to Lady Nelson, and a sum of £15,000 was given to each of the admiral's two sisters. Vice-Admiral Collingwood was created a Peer with £2000 a year,

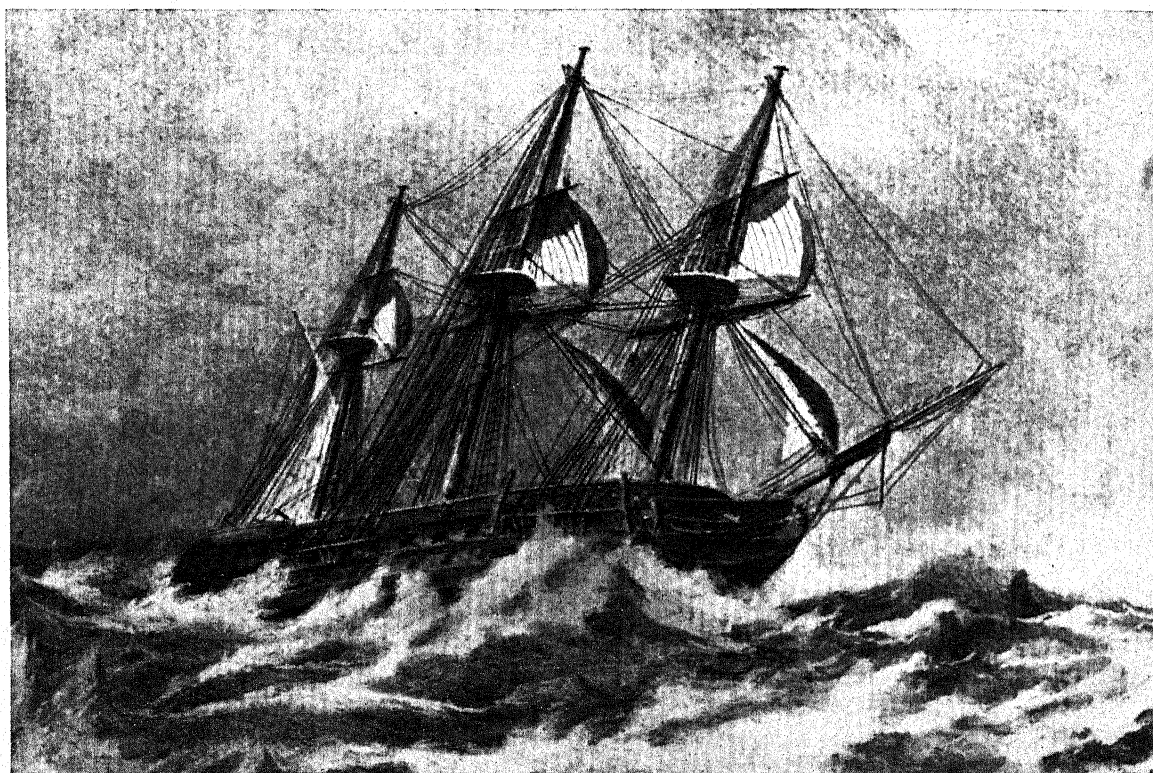
THE KING'S SHIPS

BELLEROPHON

and Flag-Captain Thomas Masterman Hardy was made a Baronet. A large number of lieutenants were promoted, and the fleet received the thanks of both Houses of Parliament. The "Bellerophon" lost 27 killed and 123 wounded, and went into action as the fifth ship in Vice-Admiral Collingwood's lee line. The men of the ship chalked on their guns "Bellerophon—Death or Glory." The signal midshipman was John Franklin, the heroic Arctic explorer of later years.

The "Bellerophon" subsequently escorted the "Victory" with Nelson's body to England, and Lieutenant Cumby, who had been promoted to Captain, was specially invited to attend the funeral.

On June 19th, 1809, the boats from the "Bellerophon," Captain Samuel Warren, were despatched into an anchorage at Hangö on the Finland coast. They cut out and carried off three small vessels, and successfully stormed a battery mounting four guns, the whole business being accomplished with trivial loss.



Drawn by J. C. Schetky.

THE SECOND "BELLEROPHON."

The Misses Schetky.

On July 7th, 1809, the boats from the "Bellerophon" and three other vessels went into Barö Sound on the Finland coast to attack eight Russian gunboats, and a number of merchantmen, at anchor behind a fringe of islets. Under a tremendous fire, the boats boarded the gunboats and captured six. One other was sunk and the eighth escaped. Of the merchantmen 12 were captured. Of the 270 officers and men that took part in the expedition 17 were killed and 37 wounded. The Russians lost over 120 men.

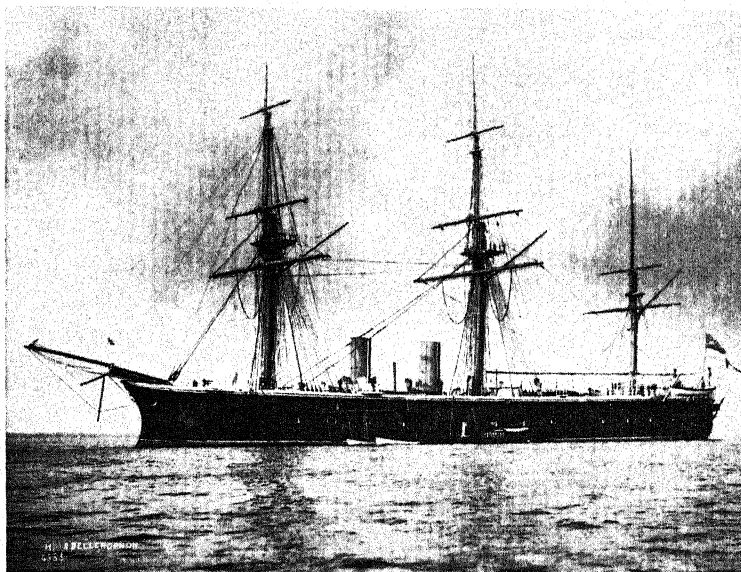
On June 18th, 1815, the decisive battle of Waterloo put an end to Napoleon's vast schemes. On July 15th, finding that he had no chance of escaping, as he had hoped, to the United States, the ex-Emperor surrendered himself in Basque Roads to Captain Frederick Lewis Maitland, of the "Bellerophon," and was conveyed first to Torquay, and then to Plymouth, where he arrived on July 26th. While lying in the Sound the "Bellerophon" was always surrounded by sightseers, and Napoleon most generously appeased their curiosity by constantly appearing at the gangway and bowing. There were many rumours of an attempted escape. On one occasion also, the Emperor's staff threatened to kill him rather than that he should go to St. Helena. On August 7th the ex-Emperor left the "Bellerophon," and boarded

the "Northumberland," Captain Charles B. H. Ross, flying the flag of Rear-Admiral Sir George Cockburn, in which ship he sailed for St. Helena, where he died some six years afterwards.

Towards the end of 1815 the "Bellerophon" was turned into a convict-hulk, and subsequently re-named "Captivity." She was broken up in 1836, and the figure-head and Pegasus stern ornament are still preserved in the Portsmouth dockyard mould loft.

The second "BELLEROPHON" was an 80-gun ship, launched at Portsmouth in 1818. She was of 2056 tons, and carried a crew of 650 men. Her length, beam, and draught were 192 ft., 50 ft., and 17 ft. The ship was first named the "Talavera" and then the "Waterloo," but the name was changed to avoid hurting foreign susceptibilities.

In 1840 the "Bellerophon," commanded by Captain Charles J. Austin, was one of a combined fleet of 32 British, 8 Austrian, and 3 Turkish vessels under Admiral the Hon. Robert Stopford, with his flag in "Princess Charlotte," which were engaged in the blockade of the Syrian coast to prevent further Egyptian advance against Turkey. On September 9th the majority of the fleet anchored off Beyrout, and escorted Turkish troops and British marines to points of vantage. During these and the following days Beyrout was frequently bombarded by the fleet, and its walls and defences were demolished; and various coastal operations took place in conjunction with the Turkish army. On October 31st the fleet sailed from Beyrout, and on November 3rd they anchored by bow and stern before St. Jean D'Acre. A bombardment was at once begun and it soon became general, the attackers being shielded to some extent by the thickness of their own smoke, and assisted by midshipmen at their mastheads to direct and correct the aim.



From the photograph by H. J. Symonds.

THE THIRD "BELLEROPHON."

We took up our positions, abreast of Acre town,
Determin'd, if they'd not give in, to knock their ramparts down.
A flag of truce was then sent in, but they refused to treat,
Or come to any peaceful terms with this gallant British fleet.

The warlike brave *Bellerophon* is worthy of her name;
For as she ranged up to the forts she poured forth smoke and flame;
Austrian frigates and the Turks, although in number few,
By Britons led they did their best—great praise to them is due.

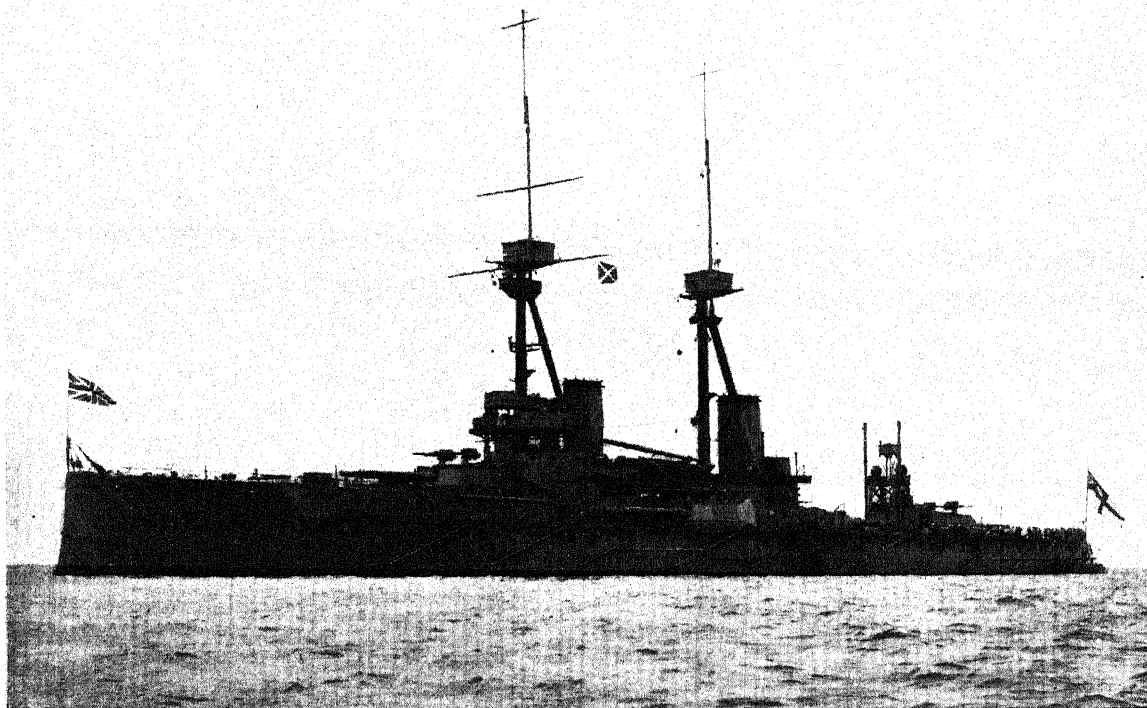
After three hours' bombardment a most frightful explosion of the Grand Magazine flung half the town into the air, killed upwards of 1200 Egyptians, and devastated a space of sixty thousand square yards. The ships were shaken to their keels, and seamen were knocked down at their guns. At sunset Sir Robert Stopford ordered the bombardment to cease. The Egyptians lost 300 killed in addition to the deaths caused by the explosion, and nearly all the sea-face guns were disabled. The fleet suffered very little except aloft, and had but 14 British and 4 Turks killed, and 42 wounded. During the night the Egyptians evacuated the place, and the following morning St. Jean D'Acre was taken possession of, a flying column being despatched in pursuit of the Egyptians. At the end of November the Egyptians made peace and evacuated Syria.

THE KING'S SHIPS

BELLEROPHON

In 1854 the "Bellerophon," commanded by Captain Lord George Paulet, took part in the Russian war.

On October 17th, 1854, the "Bellerophon," commanded by Captain Lord George Paulet, was one of a combined Anglo-French fleet of 54 vessels under Vice-Admiral Dundas, with his flag in "Britannia," which took part in the first bombardment of Sebastopol. Two Turkish ships of the line also assisted in the attack, which from the landside began at daybreak. There being no wind, the steam vessels towed the sailing ships into action, the "Bellerophon" being towed by the "Cyclops," and the fleet began to bombard at 1.30 P.M. At 6 P.M. the British ships withdrew, having lost 44 killed and 266 wounded. The French lost 212 killed and wounded, but the Russians in Sebastopol admitted a loss of 1100 killed and wounded, which was believed to be much nearer 5000. The British ships suffered severely in the hulls,



THE FOURTH "BELLEROPHON."

From the photograph by Ernest Hopkins.

yards, and rigging, but very little serious damage was done to the Russian batteries. The "Bellerophon" went to the assistance of Rear-Admiral Sir Edmund Lyons in the "Agamemnon," who was in a hot corner, succeeded in silencing "Wasp" battery and received the signal, "Well done, Bellerophon," before she withdrew with a loss of 5 killed and 16 wounded, being the last ship out of action, and having been set on fire in one or two places.

The "Bellerophon" ended her career as a receiving ship at Portsmouth, and was sold in 1892.

The third "BELLEROPHON" was a 15-gun broadside battleship, launched at Chatham in 1865. She was of 7550 tons, 6520 horse-power, and 14 knots speed. Her length, beam, and draught were 300 ft., 56 ft., and 27 ft.

At a subsequent date this vessel's name was changed to "Indus," and she served as a workshop at Devonport.

The fourth "BELLEROPHON" is a 26-gun turbine battleship, launched at Portsmouth in 1907. She is of 18,600 tons, 23,000 horse-power, and 21 knots speed. Her length, beam, and draught are 490 ft., 82 ft., and 27 ft.

BELLONA

BELLONE

The War of Jenkins's Ear, and of the Austrian Succession—	
Captured French "Duc de Chartres"	1748
Captured French "Grand Biche"	1748
The Seven Years' War—	
Affair at St. Martin's Bay	1758
Captured French "Courageux"	1761
"Damn your blood, you scoundrel"	1761
The War of American Independence—	
Assisted to capture Dutch "Princess Caroline"	1780
The relief of Gibraltar	1782
Howe's action with Franco-Spaniards off Cape Sparte	1782

The Wars of the French Revolution and Empire—	
Assisted to capture French "Duras"	1795
Captured French "Bellona"	1795
The capture of Trinidad	1797
Boat attack at Puerto Rico	1797
The bombardment of San Juan	1797
Action with French squadron off Cape Sicié	1799
Nelson's bombardment of Copenhagen	1801
Assisted to capture French "Impétueux"	1806
Action in Basque Roads	1809
The Walcheren expedition	1809
Captured Danish "Heros du Nord"	1810



BELLONA.—In Roman mythology, the Goddess of War, and the wife of Mars. In her temple at Rome, the senators gave audience to foreign ambassadors and to generals returned from war. At the gate was a small column, called the "Column of War," against which was thrown a spear whenever war was declared against an enemy.

The first "BELLONA" was a 36-gun frigate, captured from the French in the summer of 1747. She was of 541 tons, and carried a crew of 220 men. Her length, beam, and draught were 112 ft., 33 ft., and 10 ft.

She was captured by the "Edinburgh," "Eagle," and "Nottingham" while bound from Nantes to the East Indies, and was at once sent cruising under Captain the Hon. Samuel Barrington.

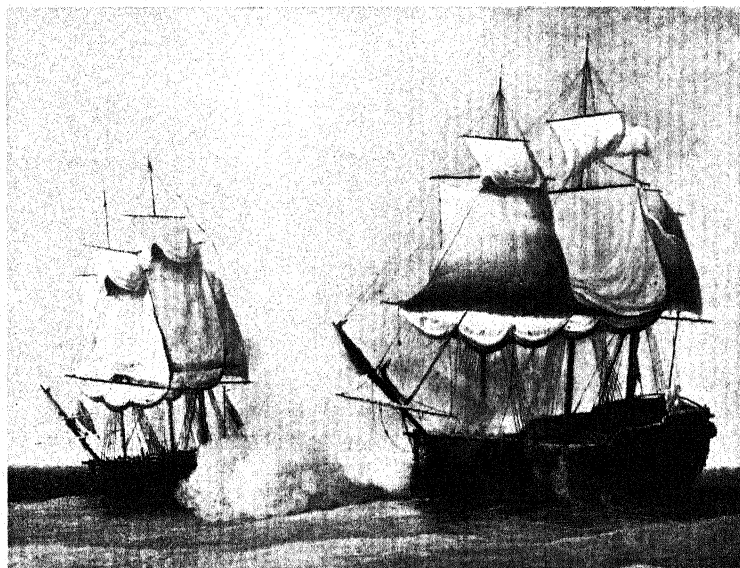
In 1747 the "Bellona" captured the French "Duc de Chartres" on August 18th.

In 1748 the "Bellona" captured the French 28-gun privateer "Grand Biche," and towards the end of the same year the "Bellona" was sold for £611.

The second "BELLONA" was a 20-gun French privateer, with a crew of 120 men.

She was captured in April 1758 by the Bristol privateer "Phoenix" by a daring stratagem. The "Phoenix" came up with her opponent at midnight, and on being hailed, answered in the name of H.M.S. "Tartar," a ship much dreaded by the French privateers. The Frenchman was so alarmed that he surrendered at once.

In 1758 the "Bellona," commanded by Captain Richards, ran boldly into St. Martin's Bay, and cut from their moorings 14 French merchant ships, capturing two. This daring act was done at noonday, and within gunshot of seven French line of battleships and four frigates.



Painted by D. Serres, R.A.

The Painted Hall, Greenwich.

THE FIRST "BELLONA" AND "DUC DE CHARTRES."

THE KING'S SHIPS

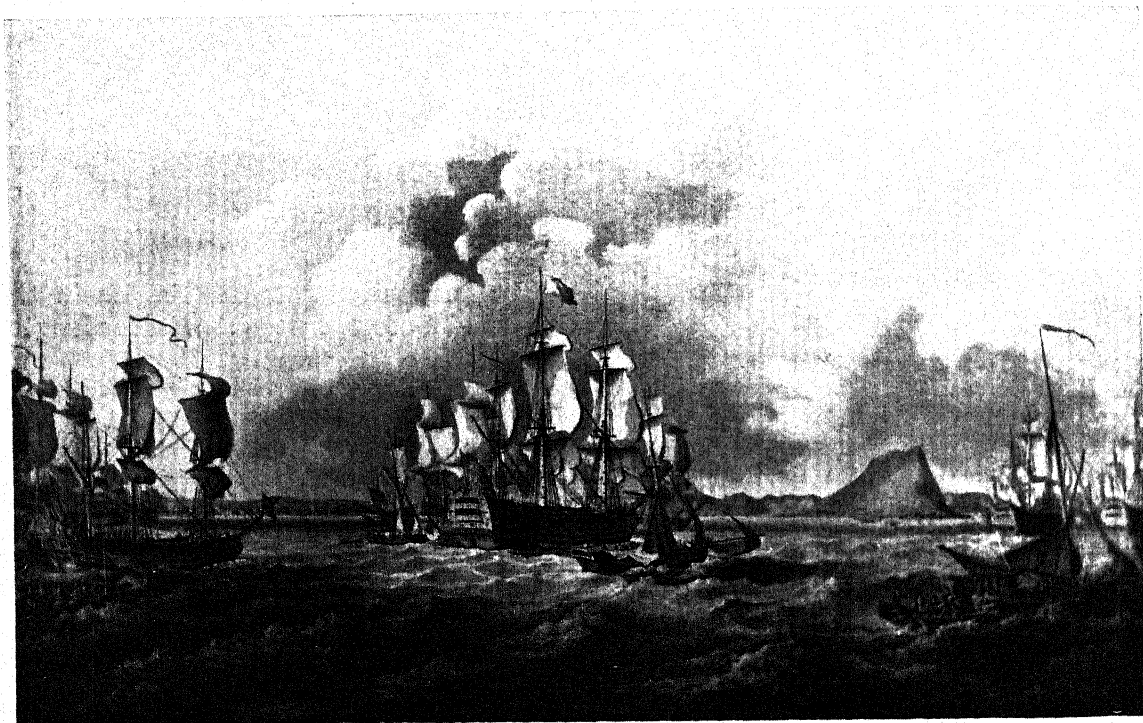
BELLONA

The third "BELLONA" was a 32-gun frigate, captured from the French in 1759.

She was met on February 21st, 1759, by the "Vestal," 32, Captain Samuel Hood. A running fight was fought from 2 P.M. to 6 P.M., when the "Bellona" struck her colours, with 40 men killed and not a mast standing. The "Bellona" was bought into the Navy, but soon afterwards was re-named "Repulse."

The fourth "BELLONA" was a 74-gun ship, launched at Chatham in 1759. She was of 1615 tons, and had a crew of 600 men. Her length, beam, and draught were 168 ft., 47 ft., and 17 ft.

On August 14th, 1761, the "Bellona," commanded by Captain Robert Faulkner, fought a famous action off Vigo with the French 74-gun ship "Courageux," bound for the West



After R. Paton. Engraved by D. Lepinère.

LORD HOWE'S RELIEF OF GIBRALTAR.

T. H. Parker, Brothers.

Indies, with a cargo valued at nearly half a million pounds. The first broadside was fired by the "Courageux," and in nine minutes the "Bellona" had lost her mizzenmast and became nearly unmanageable. By a dexterous use of studding sails the "Bellona" managed to wear ship, and brought herself on the Frenchman's quarter. A few more broadsides settled the French ship, which hauled down colours with a loss of 200 killed and 110 wounded. The action lasted forty minutes, and the "Bellona" lost 6 killed and 29 wounded.

It is related of Captain Faulkner that hearing a landsman cry with alarm, "Oh Lord, we have lost our mizzen," he shouted out, "Damn your blood, you scoundrel, what has a 74-gun ship in battle to do with a mizzenmast? See you knock away *his* mizzenmast." When the "Courageux" had surrendered, an officer came on board and told Captain Faulkner he had a rich prize. "By Jove," Faulkner replied, "I gave you a chance for a better, as there is £100,000 in this ship's hold!"

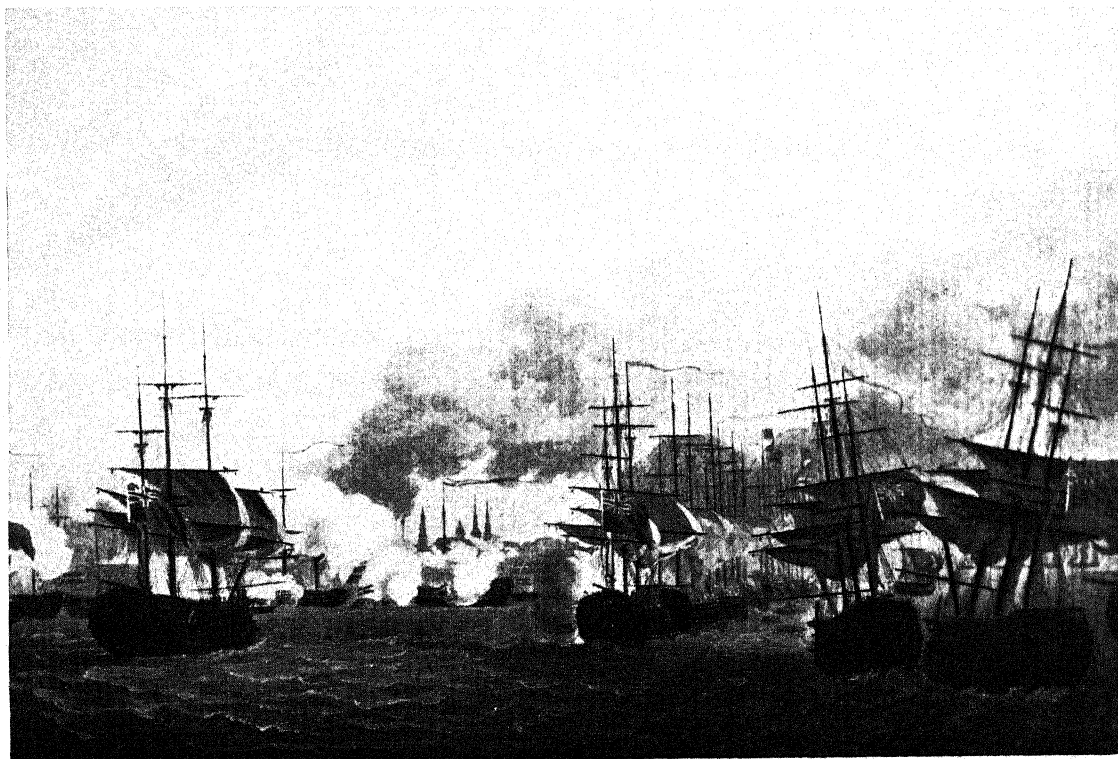
In 1780 the "Bellona," commanded by Captain Richard Onslow, in company with the "Marlborough," 70, met, fought, and captured on December 30th the Dutch 54-gun ship "Princess Caroline," with a crew of 300 men. After half-an-hour's fight the Dutch ship surrendered, with a loss of 16 killed and wounded to a British loss of 3.

In 1782 the "Bellona" sailed from Spithead on September 11th, in a fleet of 183 sail in

THE KING'S SHIPS

all, under Admiral Lord Howe, with his flag in "Victory." They were destined for the relief of Gibraltar, which at that time was besieged by the French and Spanish fleets. On October 8th the frigate "Latona" was despatched ahead for information, and returned on the 10th with the pleasing news that Gibraltar had already repulsed one attack. Owing to Lord Howe's great skill and ability the enemy's fleet were held in check while the convoy reached Gibraltar with the necessary warlike stores and supplies. On October 20th the allies were met in the Straits of Gibraltar, and a partial and indecisive action resulted, in which the British loss was 68 killed and 208 wounded, and that of the enemy 60 killed and 320 wounded. But Gibraltar was relieved, and the English fleet regained Spithead on November 14th.

On January 5th, 1795, the "Bellona," commanded by Captain George Wilson, while in company with the "Alarm" off Désirade, fell in with some French armed ships and captured



After J. T. Serres. Engraved by P. W. Tomkins.

* T. H. Parker, Brothers.

NELSON ATTACKS COPENHAGEN.

the "Duras" mounting 20 guns. In the same year she captured the French privateer "Bellona."

In 1797 the "Bellona," commanded by Captain George Wilson, was in a fleet of 12 ships commanded by Rear-Admiral Henry Harvey, with his flag in "Prince of Wales." They arrived at Trinidad by way of Boca Grande on February 16th, accompanied by troops under Lieutenant-General Sir Ralph Abercromby. Here was found a squadron of five Spanish ships which, to the astonishment of the British, showed no fight, but at once set fire to their vessels. One was saved and brought out by the boats of the squadron. The troops were then landed, and on the following day the Spaniards capitulated, and Trinidad became British. From here the squadron proceeded to attack Puerto Rico, and in the meantime boats had been sent in under two lieutenants. They captured three French privateers and their 12 prizes, from right under a battery, which was dismantled on the following day. From Puerto Rico they proceeded to San Juan, which was bombarded. But after a time the attempt on San Juan was abandoned and the troops re-embarked.

On June 19th, 1799, the "Bellona," commanded by Captain Sir Thomas Thompson, was one of a squadron of five ships under Captain John Markham in the "Centaur," acting as the advanced ships of a fleet commanded by Vice-Admiral Lord Keith. On this day they were so

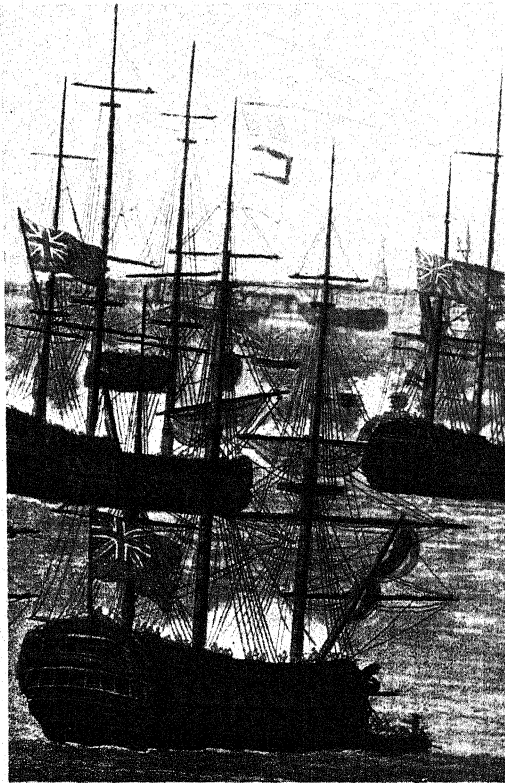
THE KING'S SHIPS

BELLONA

fortunate as to capture a French squadron bound from Jaffa to Toulon, made up of the "Junon," "Alceste," "Courageux," "Salamine," and "Alerte," about 60 miles south of Cape Sicié.

In 1801 the "Bellona," commanded by Captain Sir Thomas Thompson, was one of a fleet of 21 ships, 7 bombs, 2 fireships, and 6 gunbrigs, commanded by Vice-Admiral Lord Nelson, with his flag in "Elephant," which took part in the battle or bombardment of Copenhagen. The fleet forced a passage of the Öre Sound on March 30th, and after encountering various navigational difficulties, anchored under fire opposite Copenhagen on April 3rd. The Danish defences, besides forts, consisted of 18 men-of-war, and armed hulks and floating batteries, moored in a 1½-mile line opposite the town. Owing to the unskilfulness or unsteadiness of her master, Mr. Alexander Briarly, the "Bellona" ran aground on the middle ground, outside

her allotted station. The "Russell" following the "Bellona" did the same, and owing to the tide the six brigs were unable to get into action. The action began at 10 and was general at 11.30. A furious cannonade followed, during which time Lord Nelson put his blind eye to his telescope when advised by Sir Hyde Parker, the Commander-in-Chief, 4 miles away, to discontinue the action. The "Bellona" was able to fire at the enemy, even though she was on shore. By 3.30 P.M. letters were exchanged under flags of truce and the fighting ceased, most of the Danish ships and forts being silenced. The Danes lost in killed, wounded, and prisoners about 6000 men. The British fleet lost 255 killed and 688 badly wounded. The "Bellona," although aground, was near enough to lose 83 killed and wounded, and managed to haul off after the firing ceased. Captain Sir Thomas Thompson was wounded in the fight. Fourteen Danish ships were captured, burned, blown up, driven on shore, or otherwise taken from the enemy. A fourteen weeks' armistice was then agreed to, and the British forces withdrew. The Danes mounted 696 guns on this occasion against the British 1014 guns and carronades. Captain Sir Thomas Thompson was rewarded with the command of a yacht and a pension of £500 a year. Lord Nelson was elevated to the dignity of Viscount for this victory.



Engraved by R. Pollard.*

Alfred Davis.

THE FOURTH "BELLONA."

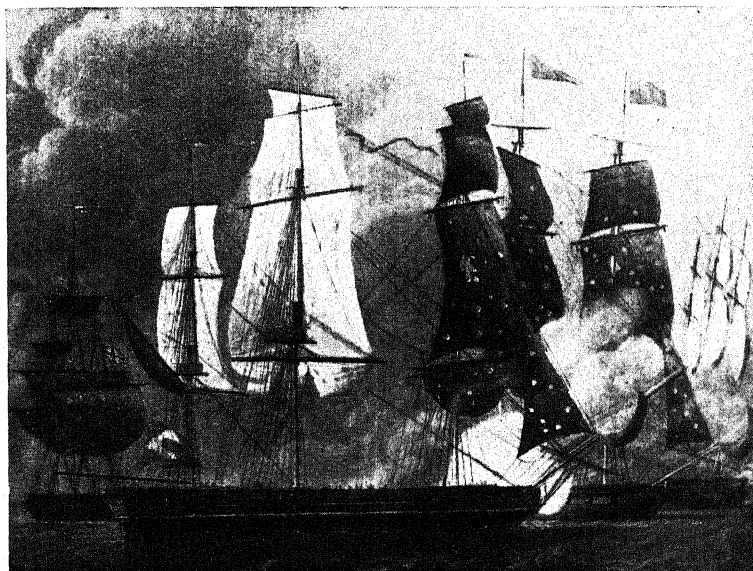
and "Melampus" in company, when she sighted the French 74-gun ship "Impétueux." The British at once chased and drove the "Impétueux" on shore, where she was captured and burned.

On March 17th, 1809, the "Bellona," commanded by Captain Stair Douglas, was one of a fleet of 60 vessels of various kinds which anchored off Basque Roads under Admiral Lord Gambier, with his flag in "Caledonia," to attack the French fleet lying within. A few days later Captain Lord Cochrane arrived in the "Imperieuse," having been despatched by the Admiralty to command the attack by means of fireships and explosion vessels. On April 10th 12 fireships arrived, escorted by some men-of-war, and on the following day, accompanied by some explosion vessels, and supported by men-of-war, they made sail towards the harbour and broke the boom under a heavy fire. The French fell into a great panic, cut their cables, and by midnight all except two had run on shore. In the morning Captain Lord Cochrane signalled to Lord Gambier, saying that if half the fleet could be sent in the enemy would be completely destroyed. Lord Gambier did not comply with the request. The attack was renewed, and the two remaining French vessels ran ashore in endeavouring to escape. In spite of repeated signals Lord Gambier failed to send adequate support, but by 8 P.M. two French

THE KING'S SHIPS

vessels had been captured and two were blown up. On the day following, the attack continued, and on the 14th Lord Cochrane was recalled by Lord Gambier, and returned to England, where he intimated that from his seat in Parliament he would oppose the passage of a vote of thanks to the Commander-in-Chief. Lord Gambier demanded a court-martial and, while acquitted, was considered to be fortunate, and he eventually received the thanks of Parliament. Napoleon said that the French Admiral was a fool, and that Lord Gambier was no better; also that Lord Gambier had not properly supported Lord Cochrane. Captain Lord Cochrane was made a K.B. and several officers were promoted. The British lost only 8 killed and 24 wounded.

On July 28th, 1809, the "Bellona" sailed from the Downs in a fleet of 246 men-of-war of various kinds commanded by Rear-Admiral Sir Richard Strachan, with his flag in "Venerable." Four hundred transports accompanied the expedition, carrying some 40,000 troops under the Earl of Chatham. Many of the men-of-war removed their lower-deck guns and carried horses. The expedition set forth to destroy all the French ships in the Schelde



*Painted and engraved by R. Dodd. **

Alfred Davis.

THE THIRTEENTH "BELLONA."

and at Antwerp; to demolish the docks at Antwerp, Flushing, and Ter Neuze; and to render the Schelde no longer navigable for big ships. This affair was of a military rather than a naval character. The fleet assisted by bombarding, and by landing a Naval Brigade; in the capture of the Island of Walcheren, and in the bombardment, siege, and capture of Flushing. But the Earl of Chatham was fonder of his own personal comfort than of work, and after the Island of Walcheren with its batteries, basins, and arsenals had been reduced, the British force withdrew.

In 1810 the "Bellona" captured the Danish 14-gun vessel "Heros du Nord" in the North Sea.

In 1814 the "Bellona" was broken up.

The fifth "BELLONA" was an 18-gun ship sloop, hired and armed for service.

In September 1780, while commanded by Commander Francis Tinsley, she was wrecked and lost at the mouth of the Elbe.

The sixth "BELLONA" (Bellone) was an armed merchantman, captured from the French in 1782. She saw no further service.

The seventh "BELLONA" was a 24-gun ship which was surrendered by the Dutch to an English squadron at the Cape of Good Hope in August 1796.

She was added to the Navy, but her name was subsequently changed to "Vindictive."

THE KING'S SHIPS

BELLONA

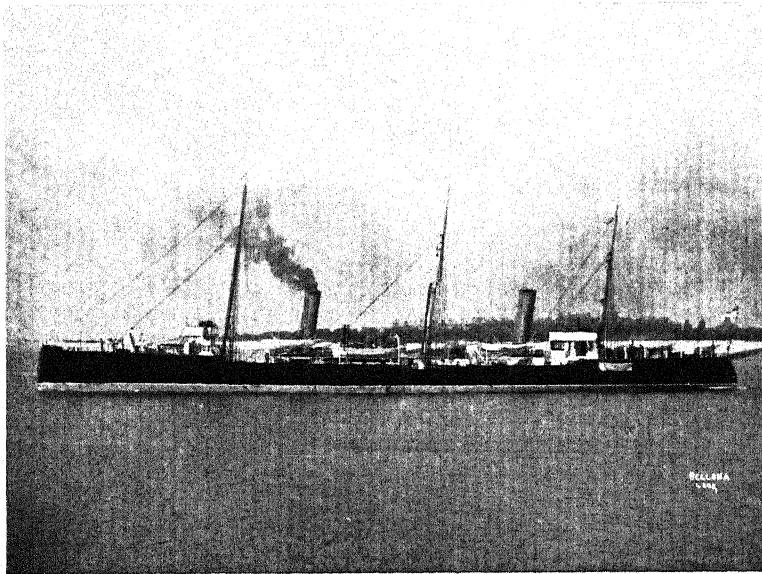
The eighth "BELLONA" was a 3-gun gunboat of 86 tons, purchased in 1794. She carried a crew of 25 men, and her length, beam, and draught were 62 ft., 18 ft., and 6 ft.

In 1805 this vessel was broken up.

The ninth "BELLONA" was a French privateer, captured by her British namesake in 1795.

The tenth "BELLONA" was a 36-gun French frigate, captured on August 12th, 1798.

She made a most gallant resistance for two hours; fought the "Foudroyant" and "Melampus" in succession, and finally hauled down her colours to the "Ethalion." She was added to the Navy, and her name was subsequently changed to "Proserpine."



From the photograph by H. J. Symonds.
THE SIXTEENTH "BELLONA."

The eleventh "BELLONA" was a French 34-gun privateer frigate.

She was captured on July 9th, 1806, off Ceylon by the British 74-gun ship "Powerful," Captain Robert Plampin. The "Bellona" made a most courageous defence, and for two hours inflicted some useful damage on her big antagonist. This vessel was subsequently added to the Navy under the name of "Blanche."

The twelfth "BELLONA" was a French 40-gun frigate.

She was taken in the harbour of Port Louis when Mauritius surrendered to a British force on December 3rd, 1810.

Her name was changed to "Juno," and she was broken up at Deptford in 1817.

The thirteenth "BELLONA" was a French 32-gun frigate.

She was captured off Lissa on March 13th, 1811, by a British squadron under Captain William Hoste with his senior officer's pennant in "Amphion."

She had been built at Venice in 1806. She became a troopship, and was re-named "Dover," being sold for £1000 in 1836.

The fourteenth "BELLONA" was a 74-gun ship which had been built as the "Indus" at Woolwich in 1812. She was of 1756 tons, and carried a crew of 600 men. Her length, beam, and draught were 176 ft., 48 ft., and 18 ft. She became a receiving ship at Devonport.

BELLONA

THE KING'S SHIPS

She was given the name of "Bellona" in November 1818, and she was broken up at Devonport in 1868.

The fifteenth "BELLONA" was a Spanish armed brig.

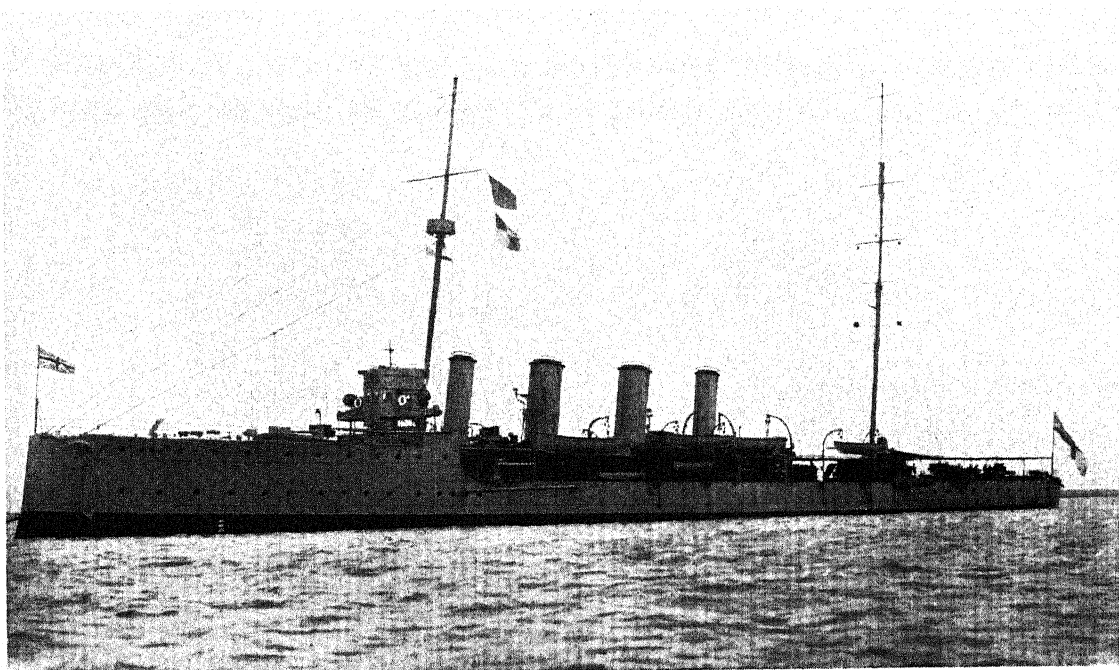
She was captured on April 30th, 1853, in the Pongos River by the boats of the "Linnet," Commander Henry Need.

The sixteenth "BELLONA" was a 6-gun twin-screw cruiser, launched at Hebburn in 1890. She was 1830 tons, 4700 horse-power, and 19 knots speed. Her length, beam, and draught were 280 ft., 35 ft., and 13 ft.

In 1906 the "Bellona" was sold.

The seventeenth "BELLONA" is a 12-gun turbine cruiser, launched at Pembroke in 1909. She is of 3350 tons, 18,000 horse-power, and 25 knots speed. Her length, beam, and draught are 385 ft., 41 ft., and 13 ft.

During the 1912 Naval Manœuvres this ship rolled her mainmast overboard.



THE SEVENTEENTH "BELLONA."

From the photograph by H. J. Symonds.

BENBOW

The Syrian War—

The blockade of the Syrian coast 1840

The attack on Tortosa 1840

The bombardment and capture of St. Jean D'Acre . . 1840

John Benbow, Vice-Admiral. Born March 10th, 1652/3. Son of William Benbow, a tanner of Shrewsbury. Entered Navy on board "Rupert" in 1678 as a master's mate. Engaged against the Algerine corsairs in the Mediterranean and promoted to master into the "Nonsuch" in 1679. Tried by court-martial in 1681 for making remarks which reflected on the conduct of the "Adventure," Captain Booth, while that ship was in action with the enemy. He was sentenced to be deprived of three months' pay (£12, 15s.), which was to be devoted to the "Adventure's" wounded, and to go on board the "Adventure" and apologise, in the presence of all the commanding officers and a boat's crew from all ships present. Joined the Merchant Service on "Nonsuch" paying off. Re-entered the Navy 1689, as lieutenant of "Elizabeth." Commanded "York," "Bonaventure," and "Britannia," all in 1689. Subsequently became master attendant at Chatham and Deptford. While still holding this last appointment was master of the flag-ship "Sovereign" at the battle off Beachy Head, 1690, and also in 1692 at battles off Cape Barfleur and La Hogue. Attacked St. Malo with bomb-vessels and fireships in 1693, and performed a similar service against Dunkirk in 1694 and St. Malo in 1695. Rear-Admiral, 1696, and after commanding a squadron before Dunkirk, appointed Commander-in-chief, West Indies, 1697-8. In command of the Downs, 1700-1. Again Commander-in-chief, West Indies, 1701-2. Engaged M. du Casse, August 1702, but was compelled to abandon the action, in which he was wounded, owing to the bad behaviour of the captains of his squadron, two of whom were subsequently shot for cowardice. He has been described as "a rough, honest seaman," nor is it clear that the mutiny of his captains was not due to Benbow's own lack of sympathy and temper in his dealings with them, and it is believed that their disaffection was only personal to Benbow. The Vice-Admiral died of his wounds on November 4th, 1702, at Port Royal, and was buried in the chancel of the parish church of Kingston, rebuilt and dedicated to St. Thomas in 1911. He is often best remembered by a letter he is said to have received from M. du Casse after their

After Sir G. Kneller.
Engraved by W. T. Mote.T. H. Parker,
Brothers.

Benbow

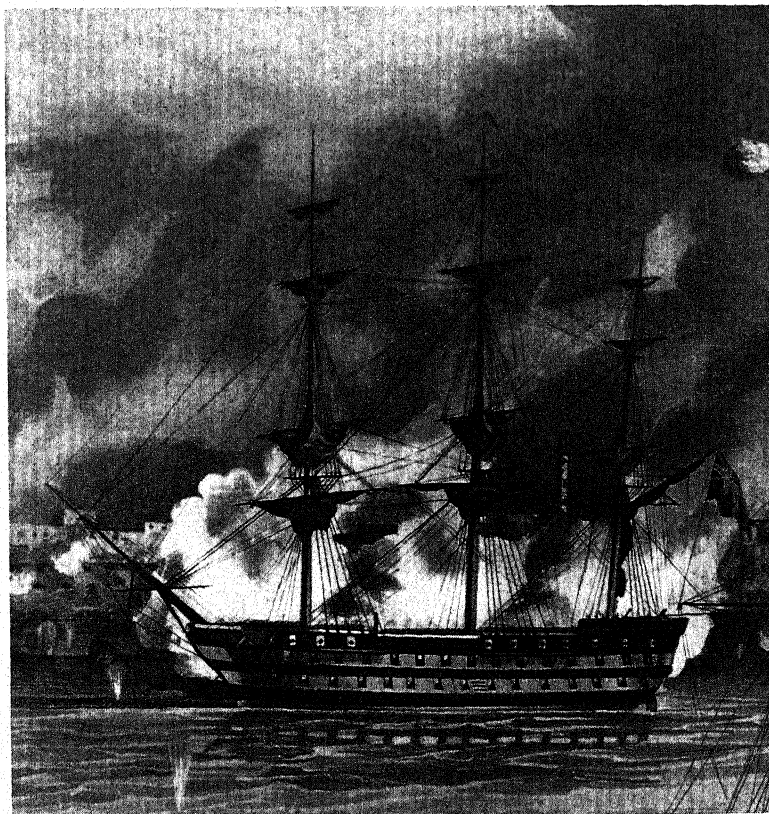
action. It is supposed to have run as follows:

"SIR,—I had little hopes on Monday last, but to have supped in your cabin; but it pleased God to order it otherwise: I am thankful for it. As for those cowardly Captains who deserted you, hang them up, for, by G—, they deserve it.—Yours, DU CASSE."

This letter, however, has never been seen by any reliable person, and it is exceedingly doubtful if it was ever written.

The first "BENBOW" was a 72-gunship, launched at Rotherhithe in 1813. She was of 1773 tons, and carried a crew of 590 men. Her length, beam, and draught were 176 ft., 48 ft., and 17 ft.

In 1840 the "Benbow," commanded by Captain Houston Stewart, was one of a combined fleet of 32 British, 8 Austrian, and 3 Turkish vessels, under Admiral the Hon. Robert Stopford with his flag in "Princess

After Lieut. J. F. Warre, R.N.
Engraved by A. W. Reeve.

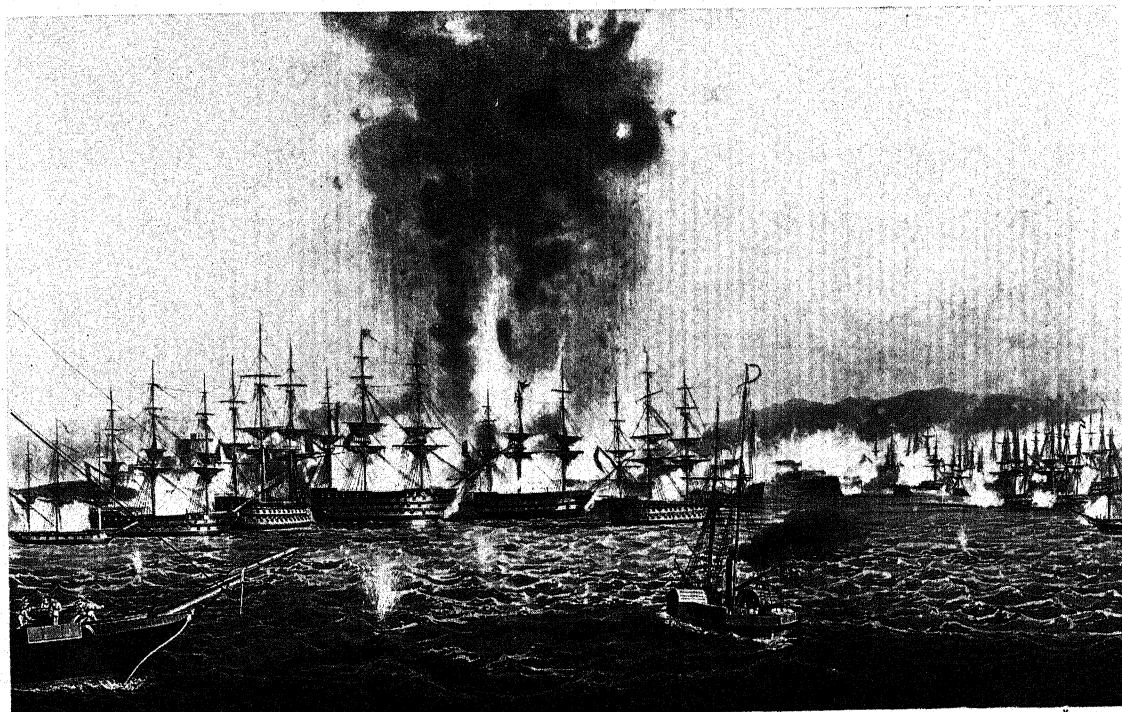
T. H. Parker, Brothers.

THE FIRST "BENBOW."

THE KING'S SHIPS

Charlotte," which were engaged in the blockade of the Syrian coast to prevent any further Egyptian advance against Turkey. The "Benbow" brought a large quantity of arms for the use of the Lebanon people. On September 9th the majority of the fleet anchored off Beyrout, and escorted Turkish troops and British marines to points of vantage. During these and the following days Beyrout was frequently bombarded by the fleet, and its walls and defences were demolished. Various coastal operations took place in conjunction with the Turkish army, and on September 26th the "Benbow" was one of three ships which landed men for an attack on Tortosa. The attacking boats ran upon a reef under fire, and many men were killed and wounded, but although unsuccessful, the affair brought honour to those who were engaged in it.

On October 31st the fleet sailed from Beyrout, and on November 3rd they anchored by bow and stern before St. Jean D'Acre. A bombardment was at once begun, and it soon became general, the attackers being shielded to some extent by the thickness of their own smoke, and assisted by midshipmen at their mastheads to direct and correct the aim. After



After Lieut. J. F. Warre, R.N. Engraved by A. W. Reeve.

T. H. Parker, Brothers.

THE BOMBARDMENT OF ST. JEAN D'ACRE.

three hours' bombardment a most frightful explosion of the grand magazine flung half the town into the air, killed upwards of 1200 Egyptians, and devastated a space of sixty thousand square yards. The ships were shaken to their keels, and seamen were knocked down at their guns. At sunset Sir Robert Stopford ordered the bombardment to cease. The Egyptians lost 300 killed in addition to the deaths caused by the explosion, and nearly all the sea-face guns were disabled. The fleet suffered very little except aloft, and had but 14 British and 4 Turks killed and wounded. During the night the Egyptians evacuated the place, and the following morning St. Jean D'Acre was taken possession of, a flying column being despatched in pursuit of the Egyptians. At the end of November the Egyptians made peace and evacuated Syria.

In 1848 the "Benbow" became a marine barrack ship, in 1854 she accommodated the Russian prisoners of war, in 1859 she was made into a coal depot at Sheerness, and in November 1894 she was sold.

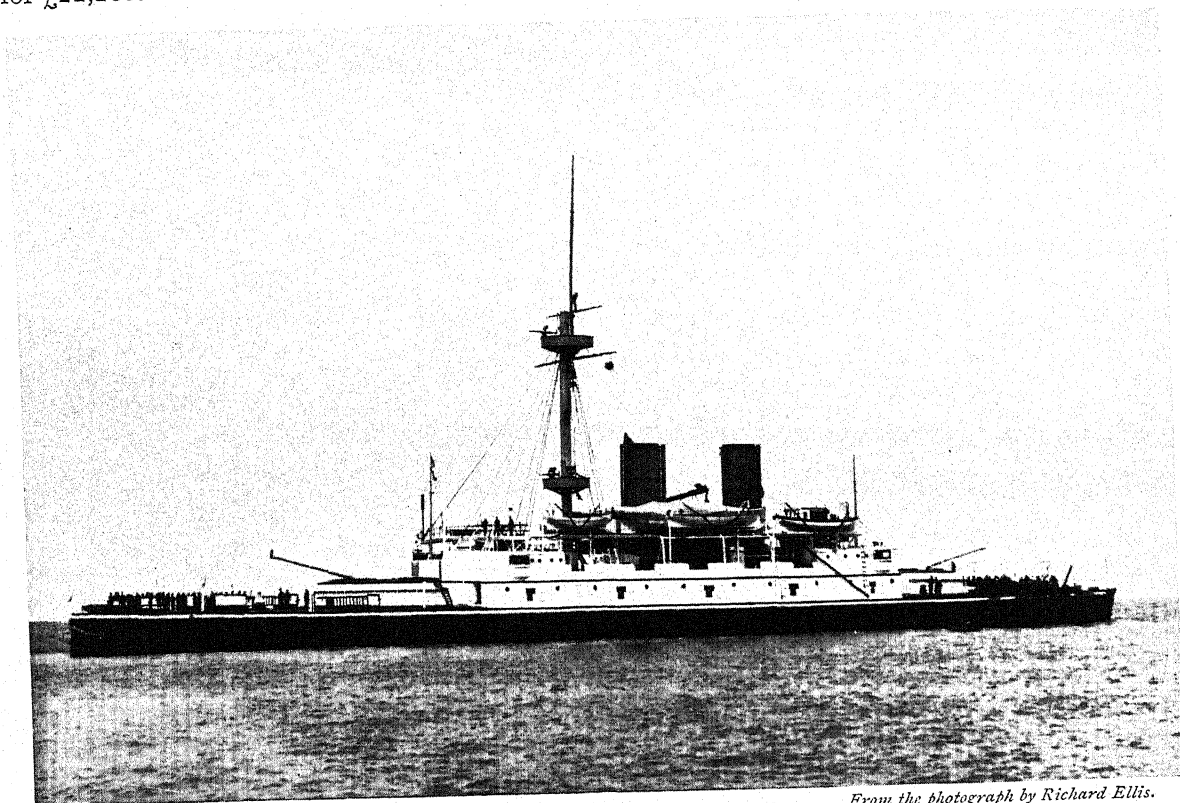
The second "BENBOW" was a 12-gun twin screw battleship, launched at Blackwall in 1885. She was of 10,600 tons, 11,500 horse-power, and

THE KING'S SHIPS

BENBOW

carried a crew of 525 men. She was of 17·5 knots speed, and her length, beam, and draught were 330 ft., 68½ ft., and 28 ft. She was a noteworthy ship, in that, although of the "Admiral" class, she differed from them in carrying two 16·25" 111-ton guns.

In 1909, after some years' service as a port guardship at Greenock, this battleship was sold for £21,200.



THE SECOND "BENBOW."

From the photograph by Richard Ellis.

The third "BENBOW" is a turbine battleship, laid down at Messrs. Beardmore's yard at Dalmuir, Glasgow, in 1912.

BERWICK

The War of the English Succession—

- The battle off Beachy Head 1690
 The battles off Cape Barfleur, and La Hogue 1692

The War of the Spanish Succession—

- Rooke's operations at Cadiz 1702
 The capture of Gibraltar 1704
 The battle off Velez Malaga 1704

George I.'s War with Spain—

- The blockade of Puerto Bello 1726-7

The War of Jenkins's Ear, and of the Austrian Succession—

- The battle off Toulon 1744
 Captured Spanish "Poder" 1744

The Seven Years' War—

- Saunders's action with Du Revest in Mediterranean 1757

- Assisted to capture French "Orphée" 1758
 The attack on Martinique 1759
 The capture of Guadeloupe 1759

The War of American Independence—

- Keppel's action with D'Orvilliers off Ushant 1778
 Hyde Parker's action with Dutch on Doggerbank 1781
 The relief of Gibraltar 1782
 Lord Howe's action with Franco-Spaniards off Cape Spartel 1782

The Wars of the French Revolution and Empire—

- Lord Hood's occupation, and operations at Toulon 1793
 Action with French frigates off San Fiorenzo 1795
 Destroyed French "Amazone" 1811
 Boat attack at Cavalaire Roads 1813
 Captured French "Fortune" 1813

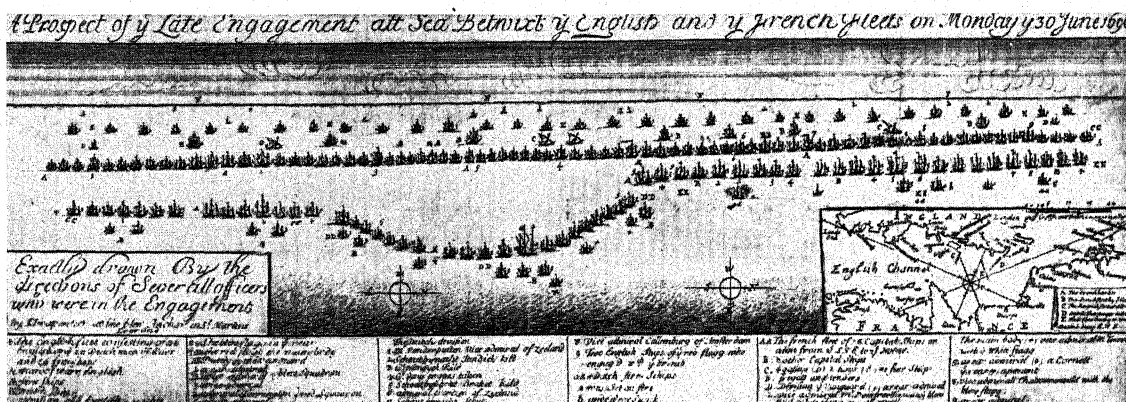


BERWICK.—A town situated on the north side of the Tweed. Formerly a town and county in itself, independent of England and Scotland. But since the Municipal Reform Act it is included in England for all purposes except Parliamentary elections. It is E.S.E. of Edinburgh. The town was the theatre of many sanguinary combats between the English and Scotch before it was finally ceded to England in 1502. Its chief trade consists in importing corn, pork, metal castings, and manures. The herring fisheries are important, and it has sailcloth, cordage, and linen manufactories.

BERWICK (North).—A small seaport of Haddingtonshire, Scotland, 20 miles from Edinburgh, noted as a summer and golfing resort.

The first "BERWICK" was a third-rate, launched at Chatham in 1679. She was of 1089 tons and mounted 70 guns. She carried a complement of 420, and her length, beam, and draught were 151 ft., 40 ft., and 17 ft.

In 1690 the "Berwick," commanded by Captain Henry Martin, was in the Rear or Blue squadron of the Anglo-Dutch fleet, commanded by Admiral Lord Torrington with his flag in "Royal Sovereign." They met the French fleet under Admiral Tourville, and fought the battle off Beachy Head on June 30th. The allies were badly beaten, eight or nine ships were



Engraved by J. Drapentier.

BATTLE OFF BEACHY HEAD.

British Museum.

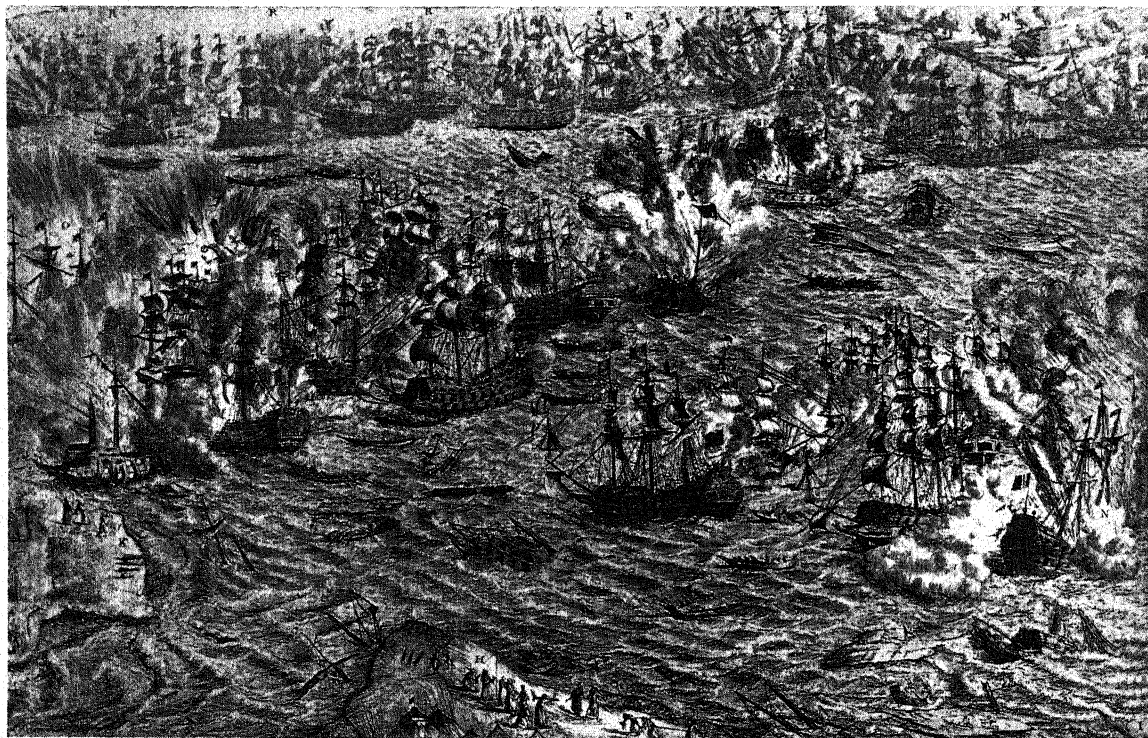
destroyed, and the French lost none. The loss of life on both sides was considerable. The Dutch lost 2 flag officers, and the English about three captains. The English Commander-in-Chief, Lord Torrington, was court-martialled, and, though acquitted, he was never again employed. The "Berwick" was one of the ships which engaged the French rear very closely in spite of its largely superior force, and she backed and filled to keep abreast of it in a most deliberate and pertinacious manner.

THE KING'S SHIPS

BERWICK

In 1692 the "Berwick," commanded by Captain Henry Martin, was in the Blue or Rear squadron of the combined Anglo-Dutch fleet under Admiral of the Fleet Edward Russell (flag in "Britannia") which met the French, who were still under Tourville, the victor at Beachy Head. The English and Dutch had 99 ships of the line, 38 frigates and fireships, and 6756 guns. The French had 44 ships of the line, 13 frigates and fireships, and 3240 guns.

The fleets met off Cape Barfleur on May 19th. The action began at 10 A.M. and was brought to a conclusion during the evening by a thick fog. On May 20th and 21st the French were defeated, pursued and scattered, and on the 22nd and 23rd twelve of their men-of-war were burned in the Bay of La Hogue. The French made a most gallant defence, but were completely defeated at the end of the six days' operations. Some twenty of them escaped by running through the dangerous race of Alderney, and four even went all the way round Scotland in order to reach a French port in safety.



Engraved by J. Sarrahat.

BATTLE OFF BARFLEUR.

British Museum.

In 1700 the "Berwick" was rebuilt.

In 1702 the "Berwick," commanded by Captain Richard Edwards, was one of the ships of the line in the fleet commanded by Admiral Sir George Rooke, with his flag in "Somerset." The English ships co-operated with the Dutch fleet against the combined Franco-Spanish fleets.

There were thirty English and twenty Dutch ships of the line, besides bombs, fireships, storeships, transports, hospital ships, and tenders, making 160 sail in all. The fleet sailed on June 19th, 1702, and arrived off Cadiz on July 12th. On the 16th Rota surrendered to the allies after some resistance. After this the men on shore became demoralised by indulgence in drink and other licentiousness. Nothing further was done, except to hold councils of war, and the whole fleet withdrew from Cadiz on September 19th, 1702.

The fleet then proceeded to Vigo to find the harbour of Redondela defended by a boom, inside of which lay the combined Franco-Spanish fleet. Only some ships of the Anglo-Dutch fleet operated, but the "Berwick" was one. After the boom was broken by Vice-Admiral Hopsonn in the "Torbay," the entire Franco-Spanish fleet was taken, burned or destroyed, and enormous treasure and booty fell into the hands of the victors. This operation covered Rooke's inactivity at Cadiz, 41 of the enemy's craft having suffered.

In 1704 the "Berwick," commanded by Captain Robert Fairfax, took part in the capture

THE KING'S SHIPS

of Gibraltar, and as she anchored in the bay the town fired. This necessitated the fleet warping farther out. Eighteen hundred marines were landed on the neck, the only opposition to this course, coming from 50 Spanish troopers, who quickly retired with the loss of one man. On July 22nd the ships warped into position for bombarding, the operation lasting well into the night. On the 23rd the action began at 5 A.M., and the English fleet acted with such vigour and made so much smoke that Admiral Byng reduced the number of guns firing by ordering only those of the lower deck to be used. During the afternoon firing ceased. Boats were manned and armed, and the men landed, one party being under Captain Fairfax of the "Berwick." The Spaniards blew up a mine, which did as much damage to themselves as to the attackers, and after some small resistance the flag was planted on a redoubt half-way between the New Mole and the town, and on July 24th, 1704, the town surrendered. The place was not a difficult capture, as although there were 100 guns, the Spanish garrison only numbered 80 officers and men. But these 80 Spaniards fought exceedingly well, and the allies lost 61 killed and 260 wounded. Nine Dutch men-of-war co-operated in the attack on the Old Mole.

The "Berwick" then stood over to the Barbary coast and watered, and continued the search for the French fleet.

It was found on August 12th, near Cape Malaga, in a small gale. A battle took place on August 13th off Velez Malaga between the Anglo-Dutch and Franco-Spanish fleets.

The Anglo-Dutch fleet consisted of 51 ships, mounting 3636 guns, commanded by Admiral of the Fleet Sir George Rooke.

The Franco-Spanish fleet consisted of 51 ships, mounting 3596 guns, commanded by Admiral Count de Toulouse.

The engagement lasted from 10 A.M. to 7 P.M., when the Franco-Spaniards hauled off. On neither side was any ship taken, and it was a drawn battle, both sides claiming the victory. The loss on the English side was heavy, but the Franco-Spaniards lost 1500 killed, and more than as many wounded. The "Berwick" lost 23 killed and 24 wounded.

After service as a hulk, the "Berwick" was broken up in 1742.

The second "BERWICK" was a 70-gun ship, launched at Deptford in 1723. She was of 1147 tons, and carried a crew of 500 men. Her length, beam, and draught were 151 ft., 42 ft., and 16 ft.

In 1726 the "Berwick" proceeded to the West Indies and joined a fleet of 16 ships, commanded by Vice-Admiral Francis Hosier. The arrival of this fleet on the station caused great uneasiness to the Spaniards. They dismounted the guns in their ships, and buried their gold. For six months the fleet blockaded Puerto Bello, until disease forced the Admiral to raise the blockade. On August 23rd, 1727, Vice-Admiral Francis Hosier died. The fleet suffered most heavily from the climate; as a sample of the sanitary conditions prevailing, the Vice-Admiral's body was given a temporary burial in the ballast of his flag-ship "Breda" for four or five months. Vice-Admiral Hopsonn succeeded the late Commander-in-Chief and hoisted his flag at Jamaica on January 29th, 1728, but he contracted a fever and died on board his flagship on May 8th. During these two years 2 flag officers, 7 or 8 captains, 50 lieutenants, and 4000 subordinate officers and men were lost by various forms of sickness.

In 1742 the "Berwick" became a hulk at Plymouth, and in 1783 she was broken up.



Published by W. Rayner.

Royal United Service Institution.

BATTLE OFF VELEZ MALAGA.

THE KING'S SHIPS

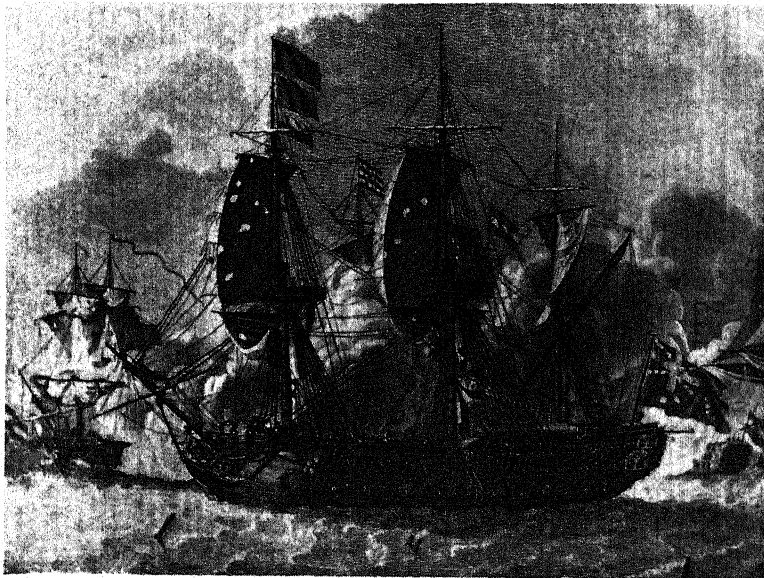
BERWICK

The third "BERWICK" was a 70-gun ship, launched at Deptford in 1743. She was of 1280 tons, and carried a crew of 480 men. Her length, beam, and draught were 151 ft., 44 ft., and 15 ft.

In 1744 the "Berwick," under the command of Captain Edward Hawke, with a crew of 480 men, whom Hawke described as being a "puny" set of fellows, was in the van of a fleet of 40 ships commanded by Admiral Thomas Matthews with his flag in "Namur." They were opposed to the Franco-Spaniards in the battle off Toulon. The Franco-Spaniards made up a fleet of 36 ships in all, and were commanded by Admiral de Court, with his flag in "Terrible." The fleets sighted one another on February 10th, 1744, and a hot action followed. The English officers did not distinguish themselves, the one exception being Captain Edward Hawke of the "Berwick." He bore down on the "Poder," and after twenty minutes' action obliged her to strike. He put a lieutenant and 23 men on board, but she was subsequently retaken by the enemy, and burned. The allies were put to flight, and were pursued until the morning of the 13th. The chief result of this action was the suspension of Vice-Admiral Lestock for not supporting the Commander-in-Chief. In

England Lestock's unwillingness to sit quietly under his suspension led to a succession of courts-martial. Vice-Admiral Lestock was tried and most undeservedly acquitted. He took shelter behind technical excuses which just saved him. In the subsequent trials Admiral Thomas Matthews was cashiered for the general mishandling of the fleet, and 4 captains were punished for not properly engaging the enemy.

In April 1757 the "Berwick" left Gibraltar in a squadron of five ships under Rear-Admiral Charles Saunders. The Admiral had heard that five French ships under Du Revest had left Toulon, and he hoped to inter-



After R. Dodd. Engraved by F. Chesham.

T. H. Parker, Brothers.

THE FOURTH "BERWICK."

cept them. On April 5th at 5 P.M. he sighted the enemy and formed line of battle. The French did the same, and the British chased, an action taking place at very long range. Two ships engaged more closely, but unfortunately the French got away during the night.

In 1758 the "Berwick" was on the Mediterranean station under the orders of Admiral Henry Osborne, Commander-in-Chief. On February 28th, while off Cape de Gata, four French ships were sighted and chased separately. At 7 P.M. the "Revenge" and "Berwick" brought the French 64-gun ship "Orphée" to action, and after a while the Frenchman struck when about 6 miles from Cartagena. Only one of the four ships escaped.

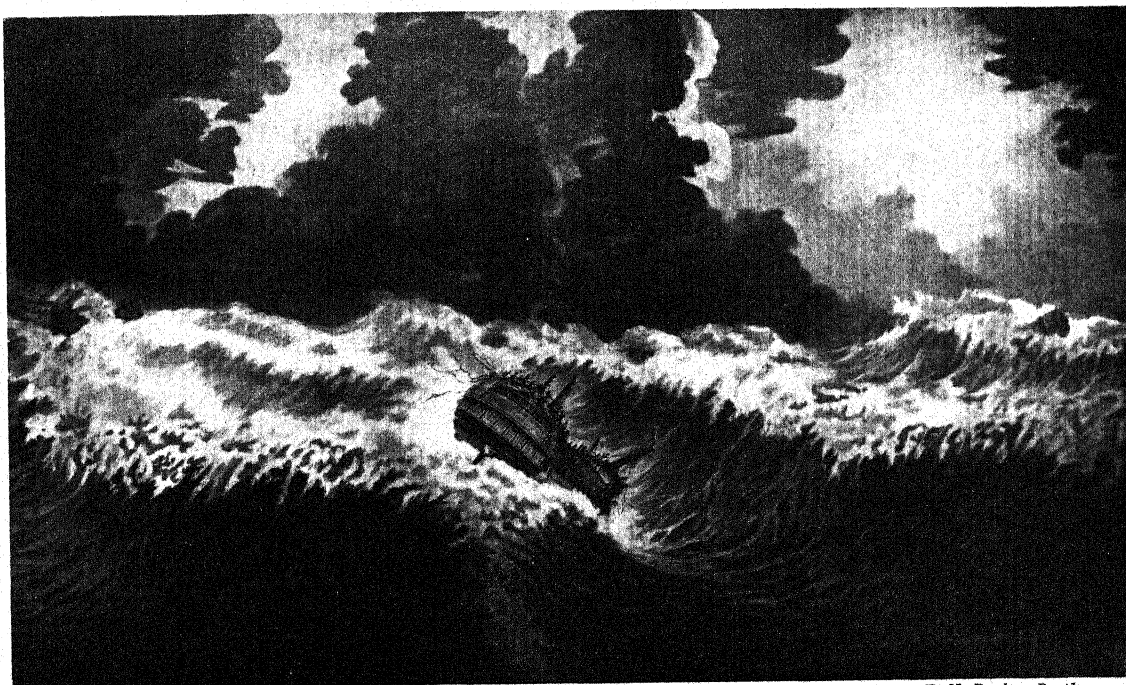
In 1759 the "Berwick," commanded by Captain William Harman, was in a fleet of 11 ships of the line, 10 frigates, and four bombs under the orders of Commodore John Moore, who flew his broad pennant in "Cambridge" as Commander-in-Chief of the British force on the Leeward Islands Station. On January 15th they arrived in Fort Royal Bay to attack Martinique. On the 16th the fort on Negro Point was silenced and occupied. A general bombardment was then carried out and troops landed. The enemy proved to be in great force, and the troops withdrew. St. Pierre, the capital, was then bombarded by one ship, and the attempt on Martinique, which had proved a complete fiasco, was abandoned. The fleet then proceeded to attack Guadeloupe. On January 23rd the forts, citadels, and batteries of Basse Terre were bombarded. The "Ripon" ran ashore and was in great danger until relieved. By 5 P.M. the enemy's fire was silenced. On the following day the town was wantonly

destroyed by the fire of the four bomb-ships, and the troops landed. Basse Terre and Fort Royal were occupied, and the French retired to the mountains, where they made a most courageous stand for three months before they finally surrendered. During the interval the "Berwick" acted as senior officer's ship of a squadron of six ships which on February 13th captured Port Louis on the Grande Terre side of the island.

In 1760 this "Berwick" was broken up at Chatham.

The fourth "BERWICK" was a 74-gun ship, launched at Portsmouth in 1775. She was of 1623 tons, and carried a crew of 600 men. Her length, beam, and draught were 168 ft., 47 ft., and 17 ft.

In 1778 the "Berwick," commanded by Captain the Hon. Keith Stewart, was in the van of an English fleet consisting of 30 ships of the line, 6 frigates, and 3 small craft, mounting 2278 guns in all and commanded by Admiral the Hon. Augustus Keppel, with his flag in "Victory." They fought the indecisive battle off Ushant with the French. The French fleet



After Lieut. W. Elliott, R.N. Engraved by V. Green.

T. H. Parker, Brothers.

THE FOURTH "BERWICK" DISMASTED IN HURRICANE WITH THREE OTHERS.

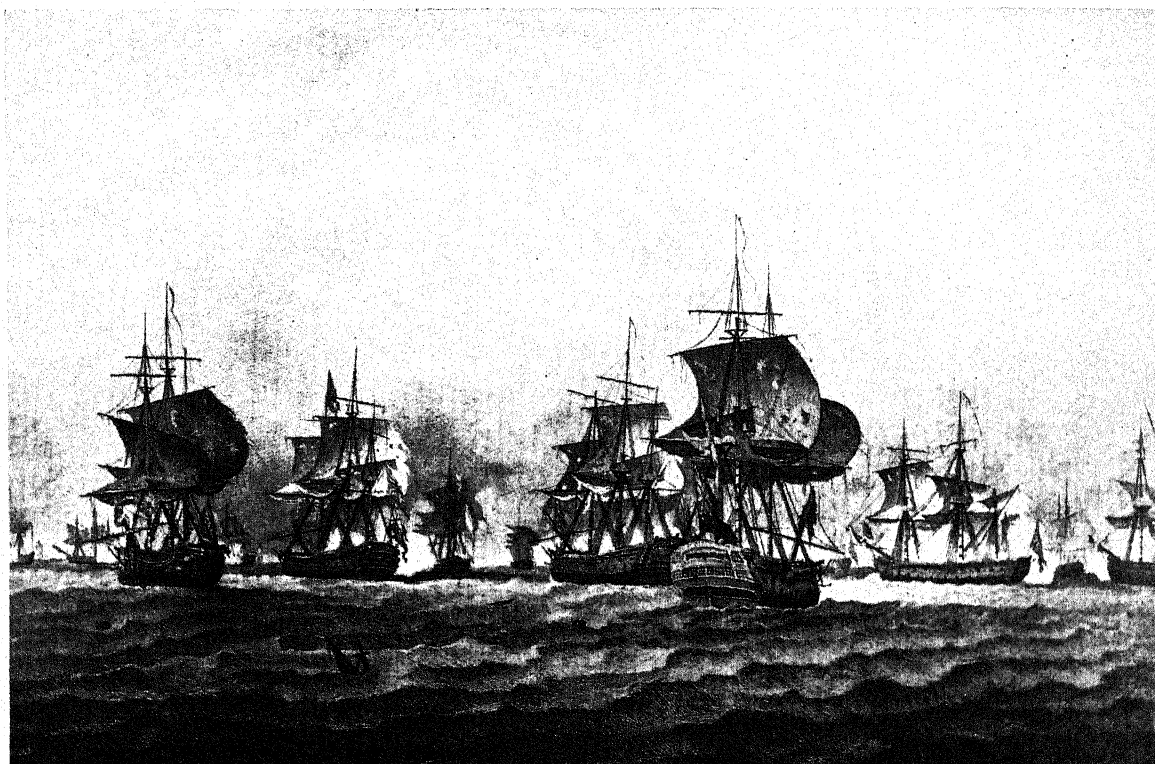
consisted of 32 ships of the line, 6 frigates, and 8 small craft under the command of Lieutenant-General Comte d'Orvilliers, with his flag in "Bretagne," mounting 2298 guns in all. Keppel sailed from Spithead on July 9th, and the two fleets sighted one another on the 23rd 100 miles west of Ushant. The French, in accordance with instructions, tried to avoid action, and until the 27th the two fleets manœuvred in full sight of one another. On the 27th an action began at 11 A.M. and lasted till nightfall. The weather was such that the lower-deck guns could not be used to leeward with the canvas then set. On the morning of the 28th only three French ships were in sight. A pretty smart skirmish had taken place, but it was indecisive in character. The English loss was 133 killed and 373 wounded. The French lost 161 killed and 513 wounded. Vice-Admiral Palliser accused Admiral Keppel of not pressing home the attack. Both officers were tried by court-martial. Keppel was acquitted and Palliser's conduct was censured. Public opinion ran strongly for Keppel, and his acquittal was celebrated with bonfires and illuminations in London. The mob got drunk, smashed the windows of Palliser's friends, wrecked Palliser's own house, and came near to killing the Vice-Admiral himself.

On October 6th, 1780, the "Berwick," in company with the "Bristol," "Hector," and "Ruby," was dismasted in a West Indian hurricane. The four ships can be seen in Lieutenant W. Elliott's picture of the occurrence.

THE KING'S SHIPS

BERWICK

In 1781 the "Berwick," commanded by Captain John Ferguson, was in a fleet of 19 ships, frigates, and cutters commanded by Vice-Admiral Hyde Parker, with his flag in "Fortitude." They were returning from the Baltic with a large merchant convoy when on August 5th, off the Doggerbank, they sighted a Dutch fleet of 17 ships under Rear-Admiral Zoutman, with his flag in "Admiral de Ruijter." The Dutch fleet also had a convoy. The British detached their convoy. Both the English and Dutch fleets were a scratch lot, but Admiral Hyde Parker stood over to the attack with great pugnacity, and an action began at 8 A.M. and continued till noon, when the action ceased. It was a most satisfactory exhibition of valour, but an unsatisfactory battle. No ships were captured on either side, but a Dutch ship sank on the following day. The British lost 104 killed and 339 wounded. The Dutch



After T. Luny. Engraved by W. Byrne.

THE DOGGERBANK FIGHT.

T. H. Parker, Brothers.

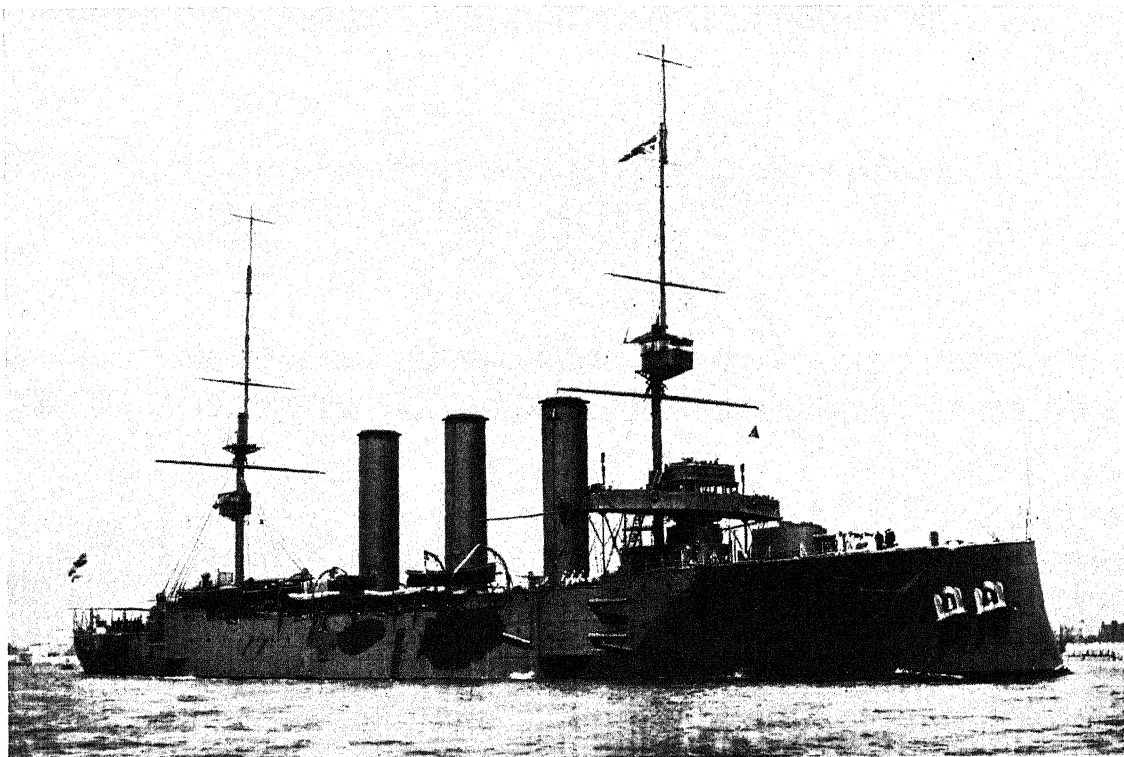
lost 143 killed and 403 wounded. Thus ended a most sanguinary battle, in which neither convoy was damaged.

On September 11th, 1782, the "Berwick" sailed from Spithead in a fleet of 183 sail in all under Lord Howe with his flag in "Victory," for the relief of Gibraltar, which at that time was besieged by the French and Spanish fleets. On October 8th the "Latona" frigate was despatched ahead for information, and on the 10th she returned with the pleasing news that Gibraltar had already repulsed one attack. Owing to Lord Howe's great skill and ability the enemy's fleet were held in check while the convoy reached Gibraltar with the necessary warlike stores and supplies. On October 20th the allies were met in the Straits of Gibraltar, and a partial and indecisive action resulted, in which the British loss was 68 killed and 208 wounded, and that of the French 60 killed and 320 wounded. But Gibraltar was relieved, and the English fleet regained Spithead on November 14th.

In August 1793 the "Berwick," commanded by Captain Sir John Collins, was one of a fleet of 51 ships commanded by Vice-Admiral Lord Hood, with his flag in "Victory." They arrived off Toulon on August 15th to keep the French fleet in check. Inside the port there were 58 ships, frigates, and corvettes. The Royalist forces surrendered the town, works, and ships to Lord Hood, who landed seamen and took possession of the forts. The Spaniards under Admiral Don Juan de Langara co-operated with the English. Soon afterwards the French Republican forces laid siege to the town, and continued their operations with such activity

that on December 15th the allies were compelled to evacuate the place. They took away with them 15,000 of the Royalist population, and before leaving destroyed the dockyards and magazines, and a large number of ships in the harbour. The Royalists left behind were massacred by the Republicans.

On January 16th, 1795, the "Berwick," commanded by Captain William Smith, lay refitting at San Fiorenzo in a heavy cross swell. The ship rolled all three masts out of her, and in the subsequent court-martial the captain, first lieutenant, and master were dismissed their ship for not taking the seamanlike precautions due to the occasion. The "Berwick" was then jury rigged under the command of Captain Adam Littlejohn, and on March 7th, 1795, she proceeded to sea to rejoin the fleet at Leghorn. On this day she was sighted and chased by three French



THE EIGHTH "BERWICK."

From the photograph by Ernest Hopkins.

frigates. After an hour's engagement she was captured, Captain Adam Littlejohn being killed. Her jury rig excuses her easy capture, and her officers were honourably acquitted after exchange.

This "Berwick" fought against us in Admiral Sir Robert Calder's action off Ferrol, and also in the battle of Trafalgar. At Trafalgar she was recaptured by the "Achilles" after an hour's fighting, and on October 30th she drove ashore in the gale which followed the battle, and went to pieces off San Lucar.

The fifth "BERWICK" was a 22-gun storeship of 512 tons, bought in 1781. She carried a crew of 60 men, and her length, beam, and draught were 110 ft., 33 ft., and 12 ft.

In 1786 this vessel's name was changed to "Sirius," and she was fitted for Botany Bay.

The sixth "BERWICK" was a packet vessel hired for service in 1809.

The seventh "BERWICK" was a 74-gun ship, launched on the Thames in 1809. She was of 1761 tons, and carried a crew of 590 men. Her length, beam, and draught were 176 ft., 48 ft., and 18 ft.

On March 24th, 1811, the "Berwick," commanded by Captain James Macnamara, chased

THE KING'S SHIPS

BITTERN

the French 40-gun frigate "Amazone" into a bay near Cape Barfleur, and then fired at her until the French captain burned his ship to avoid capture.

On May 16th, 1813, the "Berwick," commanded by Captain Edward Brace, sent her boats into Cavalaire Roads to attack some 20 French merchantmen. The batteries were stormed, the French 10-gun xebec "Fortune" was captured, and all the merchantmen were carried off or destroyed with a British loss of 1 killed and 1 wounded.

In 1821 the "Berwick" was broken up.

The eighth "BERWICK" is a 14-gun twin-screw cruiser, launched at Beardmore's Yard in 1902. She is of 9800 tons, 22,000 horse-power, and 23 knots speed. Her length, beam, and draught are 440 ft., 66 ft., and 24 ft.

On April 2nd, 1908, the "Berwick," commanded by Captain W. C. M. Nicholson, collided with and sank the destroyer "Tiger" off the Isle of Wight, during night manœuvres. Unhappily the lives of Lieutenant and Commander Middleton, and thirty-four others, were lost in this unfortunate accident.

BITTERN

The Wars of the French Revolution and Empire—	
Captured French "Hirondelle"	1804
The second China War—	
Actions at Leotung, and Sheipoo	1855
The capture of Canton	1856
Operations in Canton River	1856
The bombardment and capture of Canton	1857

Punitive expedition to Corisco and Elobey Islands	1872
Operations in River Congo	1872
The first Ashantee War—	
The relief of Abrakrampa	1873
The Egyptian War—	
The bombardment and occupation of Alexandria	1882



BITTERN.—A genus of wading bird, comprising several species closely allied to the herons, from which they differ chiefly in their shorter neck, the back of which is covered with down and the front with long feathers, which it can raise at pleasure. The common bittern is nearly as large as the heron. The extensive reclamation of marsh-land has diminished its numbers in this country. When wounded it must be approached with great caution, as it will then attack either man or dog with its long sharp bill and sharp claws. During the breeding season it utters a booming noise, from which it derives its generic name, and which has made it in many places an object of superstitious dread. In the days of falconry it afforded excellent sport.

The first "BITTERN" was an 18-gun sloop, launched at Buckler's Hard in 1796. She was of 422 tons, and carried a crew of 121 men. Her length, beam, and draught were 110 ft., 30 ft., and 12 ft.

On April 28th, 1804, the "Bittern," commanded by Commander Robert Corbett, captured the French 14-gun vessel "Hirondelle" in the Mediterranean.

In 1833 this vessel was sold for £1930.

The second "BITTERN" was a 12-gun brig, launched at Portsmouth in 1840. She was of 484 tons, and carried a crew of 120 men. Her length, beam, and draught were 105 ft., 33 ft., and 12 ft.

On August 18th-19th, 1855, the "Bittern," commanded by Commander Edward Westby Vansittart, engaged a piratical squadron off Leotung, and burnt some junks.

On September 18th the "Bittern," having the hired armed vessel "Paoushun" in company, attacked some twenty-two heavily armed junks off Sheipoo. The Chinese vessels were prepared and had all their guns trained on the narrow channel through which the sloop had to pass. Nevertheless the whole of the junks were destroyed, and 1200 pirates were killed, with a British loss of only 1 killed and 19 wounded. Commander Vansittart was promoted for this service.

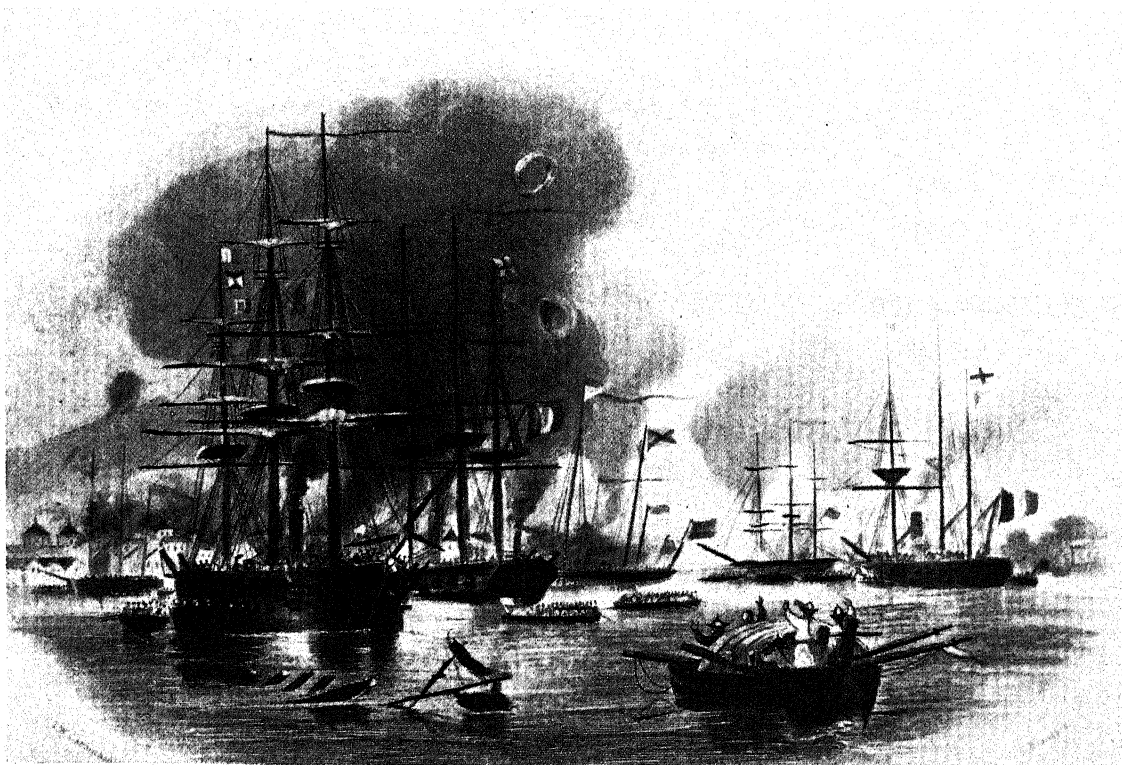
In 1856 the "Bittern" was condemned at Hongkong and placed on the sale list. But the events of the second China war necessitated her being brought forward again.

On October 23rd, 1856, the boats from the "Bittern" accompanied an expedition of three ships in an attack on Canton under Rear-Admiral Sir Michael Seymour. The boats being sent in, they took possession of the works, two of which fired ere they were taken, and

consequently suffered a slight loss. The forts were dismantled and burned and 150 guns were taken, one of them being a brass gun of one foot bore.

The boats and expedition took part in the further operations in the Canton River, including the capture of Dutch Folly Fort and the Bogue Forts.

On December 28th, 1857, the "Bittern," commanded by Lieutenant James Graham Goodenough, was one of a Franco-British fleet of 32 ships which took part in the bombardment of Canton under Admiral Sir Michael Seymour. British and French troops, and a Naval Brigade 1500 strong, were landed, and co-operated in the attack. On the 29th scaling ladders were sent forward, and an hour after the assault the town was captured and occupied, and 400 guns were destroyed. The Naval Brigade in the whole operations lost 7 killed and 32 wounded. The "Bittern" took part in some of the consequent minor operations, and in 1859 she was sold at Hongkong for £1000.



After J. W. Carmichael.

BOMBARDMENT OF CANTON.

A. Ackermann.

The third "BITTERN" was a screw sloop of 669 tons, laid down in 1860. Before the work had proceeded very far the Admiralty ordered it to cease.

The fourth "BITTERN" was a 3-gun twin-screw gun-vessel, launched at Pembroke in 1869. She was of 774 tons, 850 horse-power, and 10 knots speed. Her length, beam, and draught were 170 ft., 29 ft., and 10 ft.

In January 1872 the "Bittern," commanded by Commander the Hon. Archibald St. Clair, undertook active operations against the piratical natives of Corisco and Elobey Islands, and succeeded in capturing Coomba, the chief of the Coriscon tribe, which had pillaged the wrecked mail steamer "M'Gregor Laird."

In March 1872 the "Bittern" was engaged in the mouth of the Congo River in protecting the Banana Creek Factories from native attack.

In 1873 the "Bittern," commanded by Commander Prescott William Stephens, took part in the Ashantee war.

In October 1873, 34 men from the "Bittern" formed part of a Naval Brigade 300 strong

THE KING'S SHIPS

BITTERN

which, under Captain the Hon. Edmund Fremantle, advanced towards Assayboo with the object of breaking up an Ashantee force which was believed to be assembling there, but the Naval Brigade took little part in the fighting on this occasion.

In November the Naval Brigade marched inland to the relief of Abrakrampa, which was sorely pressed by the Ashantees. The enemy got into a panic and retired hastily, abandoning almost all their stores.

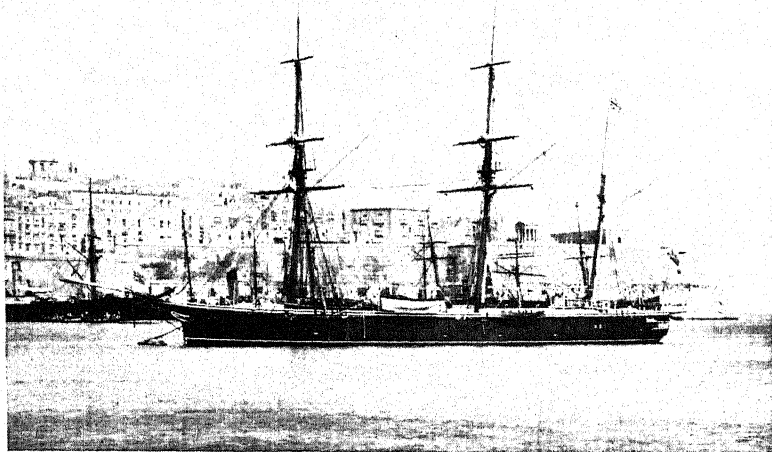
In 1882 the "Bittern," commanded by Commander the Hon. Thomas Brand, was engaged in the bombardment of Alexandria in a fleet of 14 ships commanded by Admiral Sir Beauchamp Seymour, with his flag in "Alexandra."

At 7 A.M. on July 11th the "Alexandra" fired the first shot of the bombardment. Owing to the flag-ship's draught of water the

Commander-in-Chief temporarily hoisted his flag in "Invincible." All ships were cleared for action with topgallantmasts struck and bowsprits rigged in. By 7.10 A.M. all ships were engaged, and such forts as could bring their guns to bear replied with vigour. By 5 P.M.

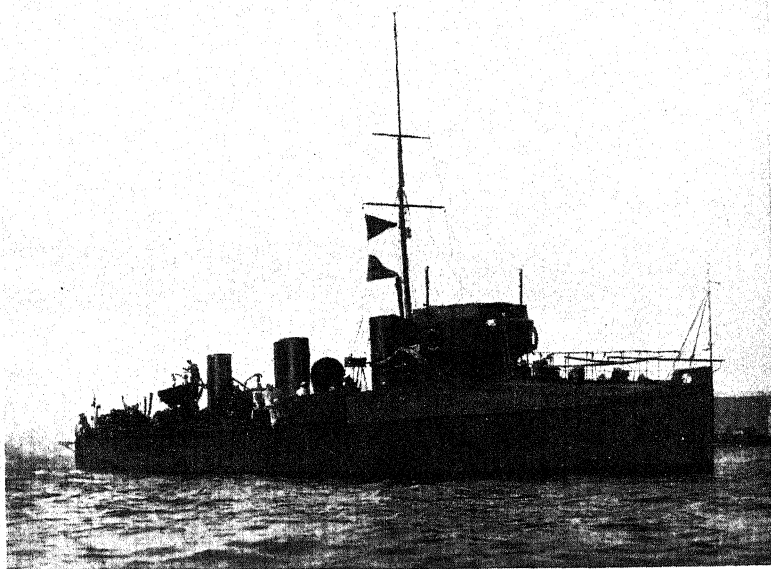
all guns ashore had been silenced, and the fleet ceased bombarding at 5.30 P.M. The British casualties were 5 killed and 28 wounded. The Egyptian loss has never been properly ascertained, but it is believed to have been about 150 killed and 400 wounded, out of the two thousand men engaged in working the forts. During the operations a party of men from the "Bittern," among other ships, landed through the swell and breaking surf, spiked six smooth bores and disabled two 10-inch guns without casualty except the loss of the "Bittern's" dinghy. The "Bittern" also assisted the "Condor" in the attack on Fort Marabout, anchoring so close in that the enemy's guns could not be sufficiently depressed to reach her. The "Bittern" was subsequently sent in with Flag-Lieutenant the Hon. Hedworth Lambton to receive the surrender of the town, and although the governor refused to give in, the town was abandoned on the following day.

On July 13th the "Bittern" and other ships steamed into the harbour, and contributed to



From the photograph by Richard Ellis.

THE FOURTH "BITTERN."



From the photograph by Abrahams & Sons.

THE FIFTH "BITTERN."

a brigade of 150 seamen and 450 marines which, under the command of Captain Lord Charles Beresford, policed Alexandria and kept the turbulent mixed population in order.

In 1887 the "Bittern" was sold.

The fifth "BITTERN" is a twin-screw torpedo-boat destroyer, launched at Barrow in 1897. She is of 355 tons, 6000 horse-power, and 30 knots speed. Her length, beam, and draught are 211 ft., 21 ft., and 6 ft.

BLACK PRINCE

PRINCE. ROYAL PRINCE. PRINCE ROYAL.

The second English Civil War—	
Prince Rupert's action with Parliamentarians off Cartagena	1650
The second Dutch War—	
The Four Days' Fight	1666
The third Dutch War—	
The battle of Solebay	1672
The first battle of the Schooneveld	1673
The second battle of the Schooneveld	1673
The battle of the Texel	1673

The Seven Years' War—	
Boscawen's action with De La Clue off Lagos	1759
The Wars of the French Revolution and Empire—	
Lord Bridport's action off Isle Groix	1795
The battle of Trafalgar	1805
The Russian War—	
Transport work	1854
The occupation of the Island of Cyprus	1878

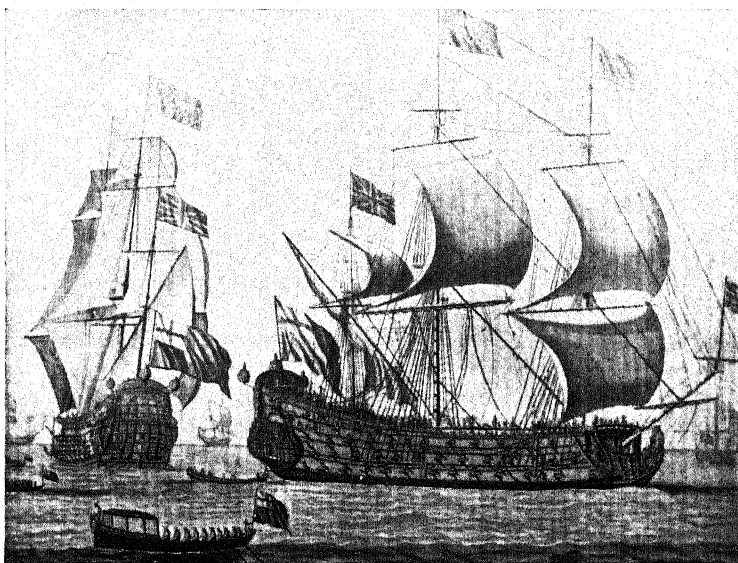


BLACK PRINCE.—Edward, Prince of Wales, eldest son of King Edward III. Born 1330. Died 1376. He was called the "Black Prince" from the colour of the armour which he habitually wore. In 1346, as a lad of sixteen, he greatly distinguished himself at the battle of Crécy, when his father defeated the French. In 1356 he defeated the French in the battle of Poitiers, in which the blind King of Bohemia was killed. The Black Prince adopted the King of Bohemia's crest of three ostrich plumes and his motto "Ich Dien." His father gave him the Duchy of Aquitaine, and he was noted for his chivalry and courtesy.

The first "PRINCE" or "Royal Prince" was launched at Woolwich in 1610, during the reign of James I. She was a 55-gun ship of 1200 tons. She carried a crew of 500 men, and her length, beam, and draught were 115 ft., 43 ft., and 18 ft.

The ship was sumptuously adorned within and without with all manner of curious carving, painting, and rich gilding. She was fitted with silken waistcloths, and she remained the "show ship" of the Navy until 1637, when the "Sovereign of the Seas" was launched.

Phineas Pett and William Bright, her builders, estimated that 775 loads of timber would be required, but 1627 were actually used, with a consequent increase of £5809 in the cost. She was the greatest constructive effort of this reign and cost £20,000. Owing to various disputes a commission sat during her building to report whether the designs were good in principle, but she was eventually passed, after the King and Prince Henry had spent a day examining her.



Engraved by Isaac Sailmaker.

Royal United Service Institution.

THE FIRST "PRINCE" (ROYAL PRINCE).

THE KING'S SHIPS

BLACK PRINCE

The first attempt to launch her on September 24th, 1610, failed owing to the narrowness of the dockhead, but she successfully took the water at a later date.

In 1625 she was to have accompanied Viscount Wimbledon's expedition to Cadiz, but she could not be got ready for sea in time. Defects arose from decaying timber, and from

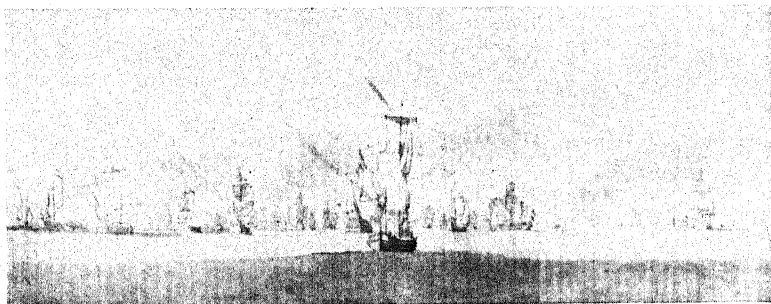
the green unseasoned wood that had been built into her.

In 1641, during the reign of Charles I., she was rebuilt, and now mounted 64 guns, for which she had been originally pierced.

During the period of the Commonwealth (1649-1660) she was named the "Resolution," but in 1660 she reverted to her former name.

In 1666 the "Royal Prince" flew the flag of

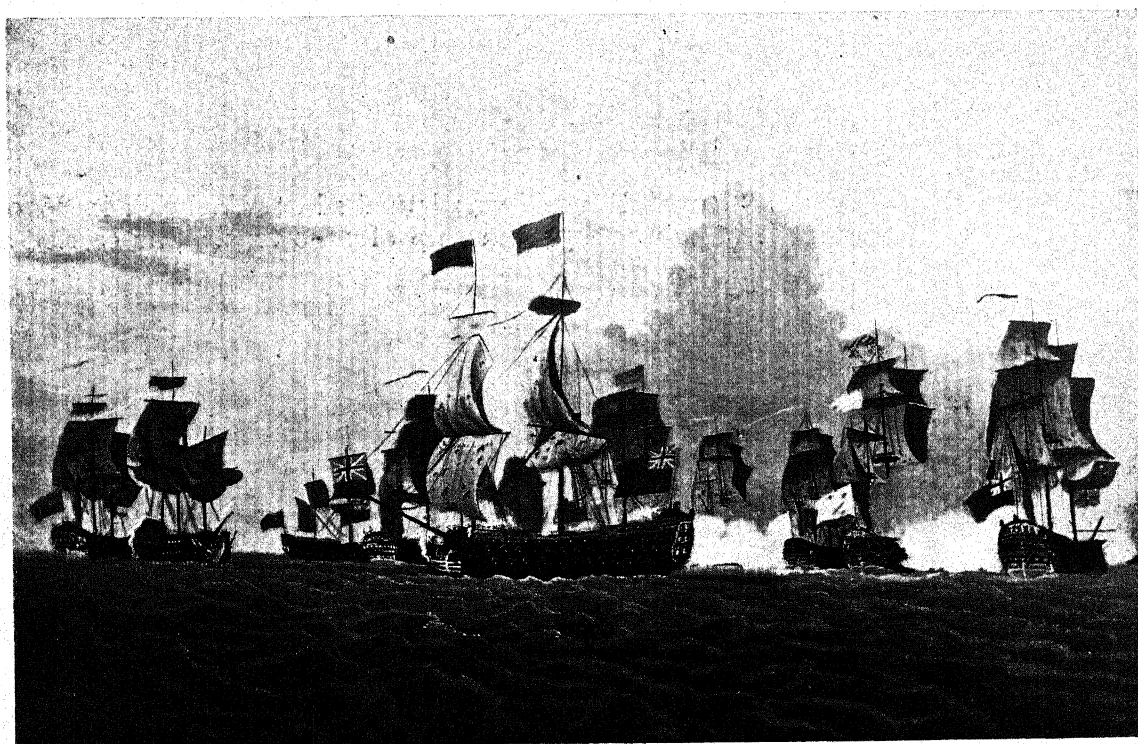
Admiral Sir George Ayscue, and took part in the operations against the Dutch culminating in the Four Days' Fight between Dunkirk and the Downs. The Dutch lost six or seven vessels sunk or burnt, and 2000 officers and men killed and wounded. The English lost much more heavily—some 5000 lives and about 20 ships. Two flag-officers were killed also—Vice-Admiral Sir Christopher Myngs (flag in "Victory") and Vice-Admiral Sir William Berkeley, who was



Drawn by W. Van de Velde, senior.

British Museum.

THE "FOUR DAYS' FIGHT."



After R. Paton. Engraved by P. C. Canot and W. Woollett.

T. H. Parker, Brothers.

BOSCAWEN AND DE LA CLUE OFF LAGOS.

only 27 years of age, and flew his flag in "Swiftsure." The English were badly beaten. During the English retreat on the third day the "Royal Prince" brought her career to a close by running aground on the Galloper. For this war her armament had been brought to 90 guns by the addition of small pieces. She was surrounded by the enemy and attacked simultaneously by two fireships, and had to strike her flag after 150 men were killed. Admiral Tromp received the surrender, and wished to take the ship to Holland as a prize; but Admiral de Ruijter, the Dutch Commander-in-Chief, gave orders that she was to be burned.

The second "PRINCE" was called the "Black Prince." She was one of the Royalist ships which, acting under Prince Rupert for King Charles I., seceded from the Parliamentary fleet.

On November 4th, 1650, Blake, with his flag in "Bonaventure," chased some of the Royalist ships into Velez Malaga. The "John" of Blake's squadron made preparations to board the "Black Prince," whereupon the "Black Prince" ran ashore, caught fire, and blew up 9 miles east of Cartagena.

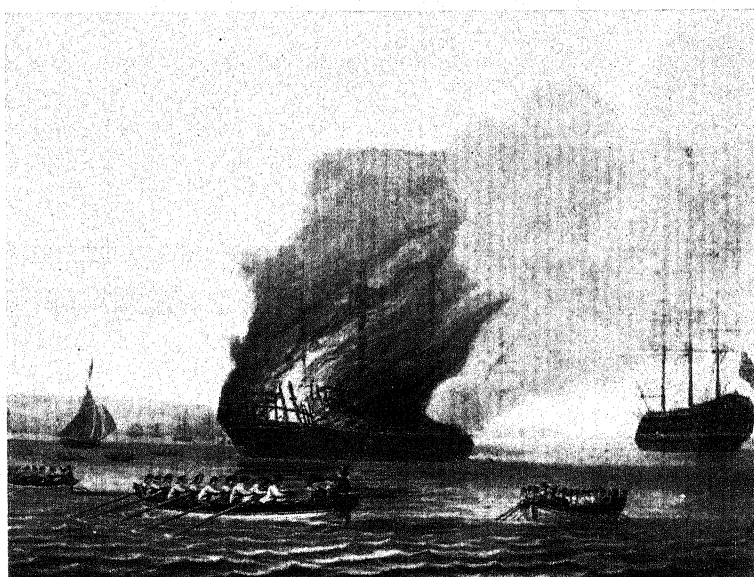
The third "PRINCE" was launched at Chatham in 1670. She was of 1463 tons, mounted 100 guns, and had a crew of 780 men. She was called the "Royal Prince" in memory of the first ship of the name. Her length, beam, and draught were 131 ft., 45 ft., and 21 ft.

In 1672 she was the flagship of the English Commander-in-Chief, H.R.H. The Duke of York, Lord High Admiral, in the battle of Solebay, in which the English and French acted against the Dutch under Admiral M. A. de Ruijter.

The Anglo-French fleet consisted of 98 ships of the line and frigates, 30 fireships, 6018 guns, and 34,496 officers and men.

The Dutch fleet consisted of 75 ships of the line and frigates, 36 fireships, 4484 guns, and 20,738 officers and men.

On May 21st the Dutch fleet were sighted in the channel from the "Royal Prince," and soon afterwards the allies anchored off Solebay on the Suffolk coast, which was a lee shore. The Dutch attacked, and the allies weighed. Owing to



After Capt. T. M. Waller, R.N. Engraved by J. W. Edy. Royal United Service Institution.

THE FIFTH "PRINCE" STANDS BY THE "BOYNE."

some misunderstanding the English stood out to the northward, and the French to the south. The Dutch engaged the English, sending a small squadron to attack the French. The fight that followed was claimed as a victory by both sides, but the battle of Solebay was really a drawn fight. The losses on both sides were heavy, and included Sir John Cox, Captain of the fleet, on board the "Royal Prince." The marines in the fleet behaved themselves stoutly, and 4 out of 12 marine captains were killed. The English loss was 2500 killed and wounded.

In May 1673 the "Royal Prince" flew the flag of Admiral Sir Edward Spragge in the Anglo-French fleet commanded by Prince Rupert (flag in "Royal Charles"). The fleets sailed on May 20th to continue their operations against the Dutch. The first battle of the Schooneveld took place on May 28th, and the "Royal Prince" behaved brilliantly. On June 4th the "Royal Prince" took part in the second battle of the Schooneveld, and hotly engaged the flag of the Dutch Admiral Tromp. The first battle was indecisive, and the second was not creditable to the allies. On August 10th the operations continued with the battle of the Texel. Sir Edward Spragge hove-to and waited for Admiral Tromp, and drifted quickly to leeward. Tromp drifted away also, both ships in close and hot action. Both admirals were brave, rash, and insubordinate, and they delighted in this personal conflict.

The "Royal Prince" soon became disabled, and Spragge shifted his flag to the "St. George." Tromp reduced her to the condition of a wreck. Tromp shifted his flag. Spragge started to shift his to a third ship, but his boat was struck by a round shot and the Admiral was killed. Towards the end of the day the Dutch made great efforts to capture the "Royal

THE KING'S SHIPS

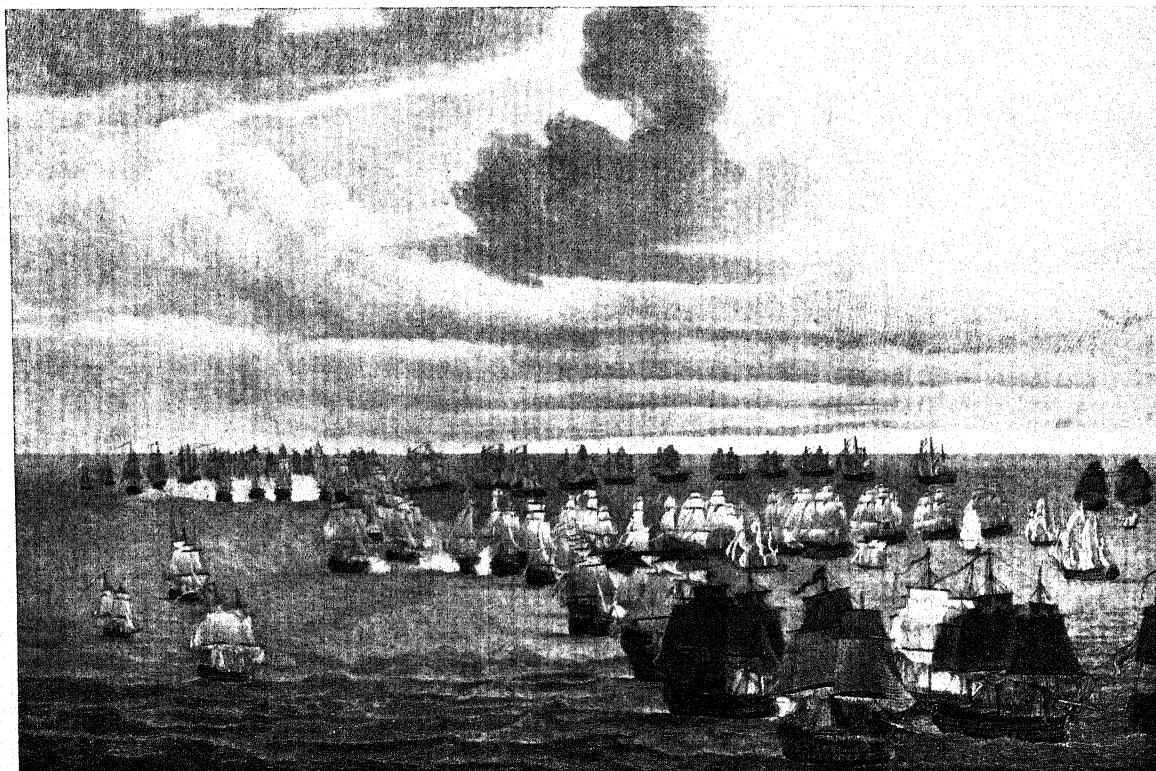
BLACK PRINCE

Prince," but failed owing to the interposition of the ship commanded by the Earl of Ossory. After this action the Dutch withdrew, having disabled the allies sufficiently to free their ports from blockade.

There is a note in *Pepys* for this ship to be repaired in 1688, but as she is not to be found in the 1692 list, it is probable she was broken up about 1690.

The fourth "PRINCE" was a 90-gun ship, launched at Chatham in 1750. She was of 1677 tons, and carried a crew of 750 men. Her length, beam, and draught were 168 ft., 48 ft., and 20 ft.

In 1759 the "Prince," commanded by Captain Joseph Peyton, and flying the flag of Vice-Admiral Thomas Broderick, took part in Admiral the Hon. Edward Boscawen's victory over



After N. Pocock. Engraved by J. Fittler.

THE ATTACK AT TRAFALGAR.

British Museum.

the French in Lagos Bay. On August 17th two frigates reported to Boscawen at Gibraltar that the French fleet were in sight. Admiral Boscawen at once proceeded to sea with twenty-nine ships in all and gave chase. There were only seven French ships. The English fleet was much scattered, but by 1 P.M. on the 18th eight English ships got up with the French and engaged them. Boscawen's flagship, the "Namur," was so disabled that the Admiral had to shift his flag. The French made off, and the English chased through the night. During the afternoon the French ship "Centaure" had struck her colours, and during the night two French ships escaped. On the morning of the 19th the four remaining French ships stood into Lagos Bay. The French Admiral was wounded, his flagship ran ashore, and she was forced to surrender. The other three anchored under Portuguese batteries. The English attacked, burned one and captured two, thus bringing to a conclusion a very satisfactory piece of work. The French lost very heavily, but the British lost only 56 killed and 196 wounded. The "Prince" not having been able to overtake the French ships, took only a passive part in the action.

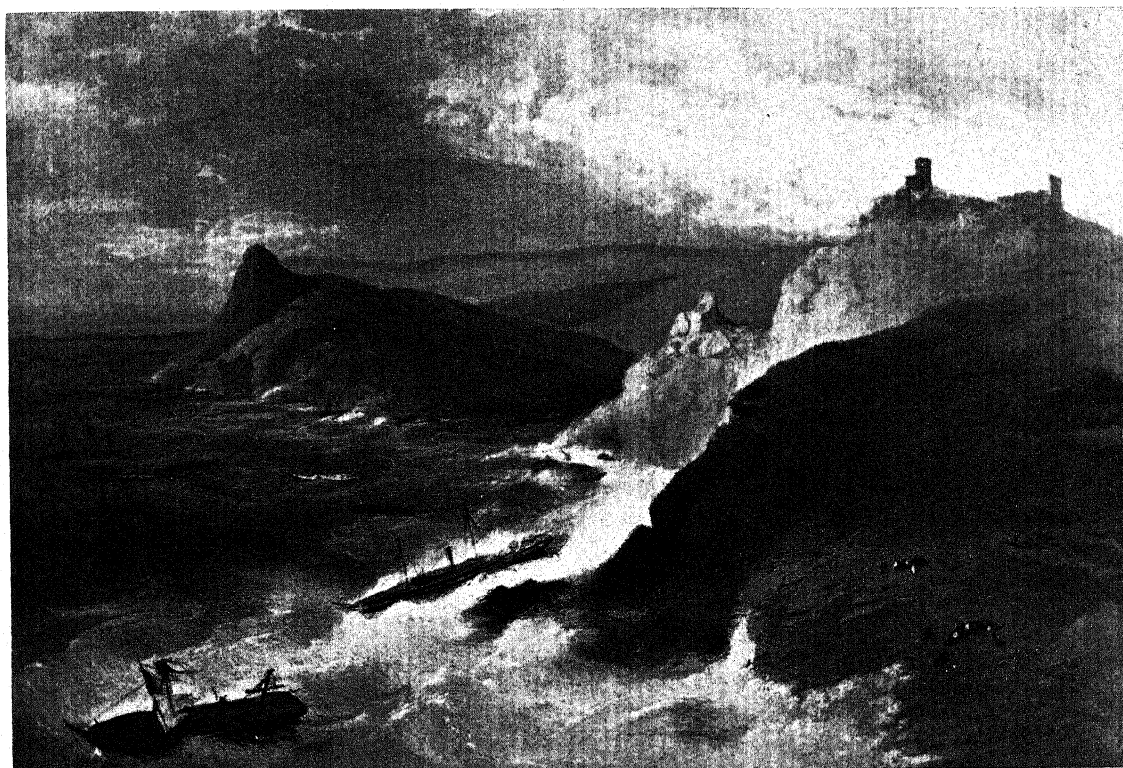
Admiral Boscawen was given a Privy Councillorship, and rewarded with a Generalship in the marines.

In 1775 this ship was broken up at Plymouth.

The fifth "PRINCE" was a 98-gun ship, launched at Woolwich in 1788. She

was of 1871 tons, and carried a crew of 750 men. Her length, beam, and draught were 177 ft., 49 ft., and 21 ft.

In June 1795 the "Prince," commanded by Captain Charles Powell Hamilton, was in a fleet of 25 sail in all commanded by Admiral Lord Bridport, with his flag in "Royal George." The French fleet of 23 ships, under Vice-Admiral Villaret-Joyeuse, were sighted at 3.30 A.M. on June 22nd and at once chased. A calm delayed the meeting, but at 3 A.M. on the 23rd an action started off Isle Groix. At 6 A.M. a French ship struck, and at 7.15 a second and third hauled down their colours. Soon after this Lord Bridport ordered the action to discontinue, and nine French ships were permitted to escape. The British lost 31 killed and 113 wounded. The French loss in the three prizes was 670 killed and wounded.



After W. Simpson. Lithographed by R. Carrick. *

LOSS OF SEVENTH "PRINCE" OFF CRIMEA.

T. H. Parker, Brothers.

This vessel sailed very badly, and was known in the Navy as the "Haystack." In June 1796 she was taken into Portsmouth Dock, cut in two, and 18 ft. added to her length, but even this did not cure her bad qualities.

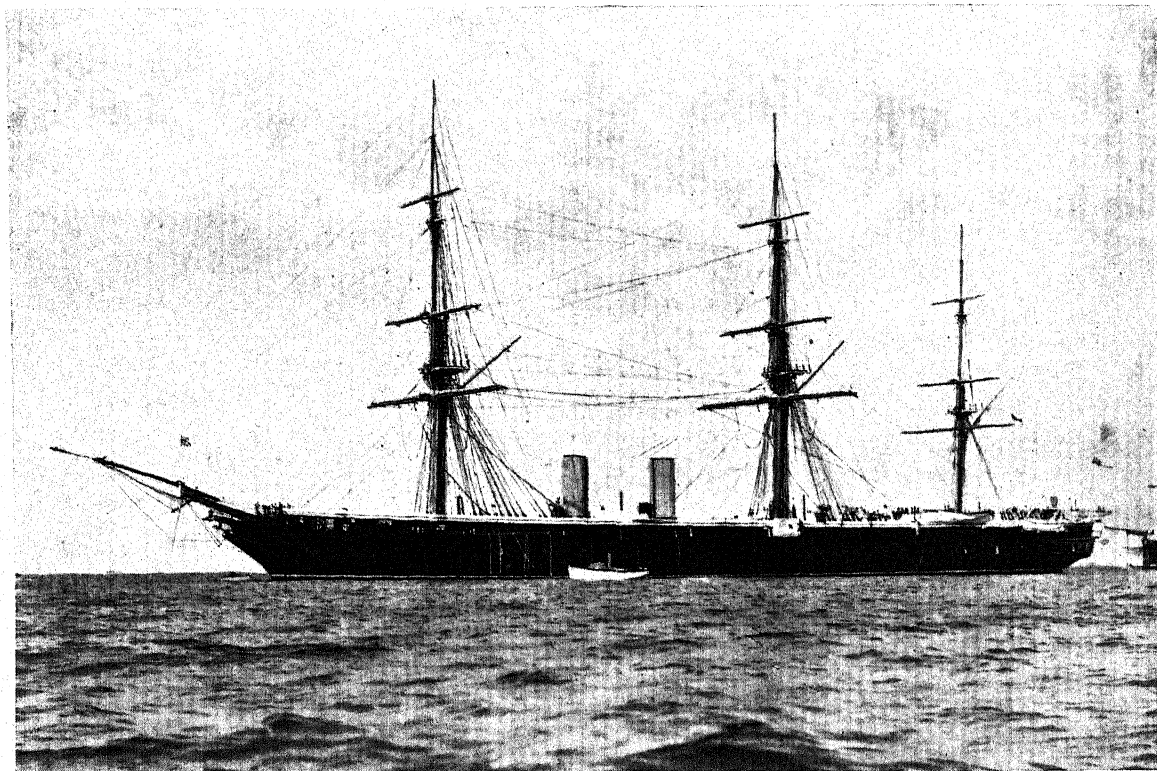
On October 21st, 1805, the "Prince," commanded by Captain Richard Grindall, took part in the battle of Trafalgar. The English fleet consisted of 27 ships, 4 frigates, and 2 small craft under Vice-Admiral Lord Nelson, with his flag in "Victory." The Franco-Spanish fleet consisted of 31 ships, 5 frigates, and 2 small craft under Vice-Admiral Villeneuve and Admiral Don Frederico Gravina.

At daybreak the enemy were discovered 11 miles to leeward. The British fleet stood down to the attack in two lines, and the French opened fire on the leader of the lee line at noon. At 12.10 Vice-Admiral Cuthbert Collingwood broke the enemy's line, and at 1 P.M. Lord Nelson did the same. As soon as the light wind permitted, the remaining British ships came up and engaged, and by 1.30 the battle was at its height. The "Prince" was the last British ship to get into action, being the fifteenth vessel in Vice-Admiral Collingwood's lee line. She directed her fire upon the "Principe de Asturias," and then attacked the French "Achille." The Frenchman's foremast fell, the ship caught fire, but the "Prince's" boats were able to save some of the men before she blew up.

THE KING'S SHIPS

BLACK PRINCE

At 1.25 P.M. Lord Nelson was mortally wounded while walking the "Victory's" quarter-deck with his flag-captain, and by 3 P.M. the firing had diminished. At 4.40 P.M., having learned of the completeness of the victory, the British Commander-in-Chief quietly and without a struggle ceased to breathe. By 5 P.M. the fight was over, the fleet being 8 miles N.W. by W. of Trafalgar. The British lost 449 killed, which included Vice-Admiral Lord Nelson, 2 captains, and 34 officers; and 1241 wounded, which included 106 officers. The British ships suffered severely in their hulls, and many were wholly or partially dismasted. The Franco-Spaniards lost 18 ships captured, of which one blew up. It appears that the enemy lost about 7000 killed or wounded, which included 2 admirals and 7 captains killed. The remainder of the allied fleet managed to escape, and six months afterwards the French Commander-in-Chief,



THE EIGHTH (BLACK) "PRINCE."

From the photograph by H. J. Symonds

Vice-Admiral Villeneuve, died at Rennes, it is said by his own hand, and was buried without military honours.

Of the 17 prizes, two sank, six were wrecked and lost in a storm after the battle, two were burned, and one was destroyed. The eldest surviving brother of Lord Nelson was created an Earl with £5000 a year settled on the title in perpetuity, and was given £99,000 to buy an estate. An annuity of £2000 was given to Lady Nelson, and a sum of £15,000 was given to each of Nelson's two sisters. Vice-Admiral Collingwood was created a Peer with £2000 a year, and Flag-Captain Thomas Masterman Hardy was made a Baronet. A large number of lieutenants were promoted, and the fleet received the thanks of both Houses of Parliament. The "Prince" had no one hurt.

The "Prince" ended her days as a receiving ship at Portsmouth, and was broken up in 1837.

The sixth "PRINCE" was the "Black Prince," a 74-gun ship, launched at Woolwich in 1816. She was of 1751 tons, and carried a crew of 590 men. Her length, beam, and draught were 176 ft., 48 ft., and 17 ft.

In 1855 this vessel was broken up.

The seventh "PRINCE" was a screw transport, employed during the Russian war. She was built at Blackwall in 1854, and was of 2710 tons and 300 horse-power. Her length, beam, and draught were 296 ft., 41 ft., and 25 ft.

On November 14th, 1854, a hurricane of unexampled violence devastated the Crimean coast, and some 34 English ships were lost, chiefly off Balaklava, many of their people perishing. The "Prince," together with immense supplies of winter clothing and hospital stores, was lost. Commander Benjamin Baynton, the Admiralty agent, lost his life with the ship.

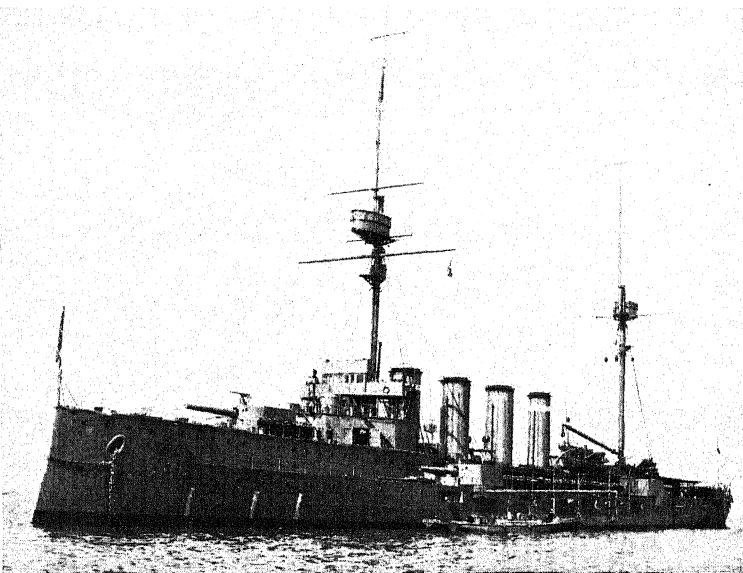
The eighth "PRINCE" was the 28-gun screw frigate "Black Prince," launched at Glasgow in 1861. She was of 9210 tons, 5770 horse-power, and 13.6 knots speed. Her length, beam, and draught were 380 ft., 58 ft., and 27 ft.

In 1878 the "Black Prince," commanded by Captain His Royal Highness the Duke of Edinburgh, K.G., was one of a squadron of seven ships which occupied the Island of Cyprus under Vice-Admiral Lord John Hay, with his flag in "Minotaur."

In 1900 this vessel proceeded to Queenstown and became the training ship for Irish boys. In 1903 her name was changed to "Emerald."

She eventually became "Impregnable III.," and acted as part of the Boys' Training Establishment at Devonport.

The ninth "PRINCE" is a 16-gun twin-screw cruiser, named "Black Prince," launched at Blackwall in 1904. She is of 13,550 tons, 23,500 horse-power, and 23.6 knots speed. Her length, beam, and draught are 480 ft., 73 ft., and 27 ft.



From the photograph by Ernest Hopkins.

THE NINTH (BLACK) "PRINCE."

BLAKE

The Wars of the French Revolution and Empire—

The Walcheren expedition 1809
 Assisted the Spanish patriots 1811

The seizure of Tarragona 1811

The Sierra Leone rebellion 1899

ROBERT BLAKE.—Admiral and General-at-Sea. Born in August 1599 at Bridgewater, and educated in that town. Failed to obtain a fellowship at Oxford, as his ungainly figure offended the fastidious taste of the warden. Member of Parliament for Bridgewater, 1640. Appointed Lieutenant Colonel of Popham's Regiment, 1643. Defended Bristol and Lyme against Royalist attacks. Captured and defended Taunton, 1644. Appointed Joint Commander of the British Fleet, February 1648. Blockaded the Royalist ships under Prince Rupert in Kinsale and Lisbon; chased them into the Mediterranean; captured some and dispersed the rest. Reduced the Scilly Islands, 1651. Drove off the Dutch fleet, commanded by Admiral Tromp, after a four days' fight in the Straits of Dover, 1652. Drove off the Dutch fleet under De Witt, after an action off the Thames, September 28th, 1652. Defeated by the Dutch under Admiral Tromp, November 30th, 1652, and his application to be superseded refused. Defeated the Dutch, and was badly wounded in the battle of Portland, February 1653. Assisted in the defeat of the Dutch fleet, June 1653, and afterwards became a Commissioner of the Admiralty. Attacked Tunisian pirates at Porto Farina, and destroyed several ships, April 1655.

Attacked and destroyed a large Spanish fleet at Santa Cruz, April 1657.

Worn out with service, Blake sailed for England, but he died on board his flagship "George" as she was entering Plymouth Sound on August 7th, 1657. His body lay in state at Greenwich for some days and was buried in Henry VII.'s Chapel, Westminster Abbey. After the Restoration the body was removed, and with a score of others was cast into a pit dug on the north side of the Abbey, in the churchyard of St. Margaret's.

The following Epitaph Acrostick appears in a pamphlet in the British Museum:

Rest here in peace the sacred dust
 Of valiant Blake, the good, the just,
 Beloved of all on every side;
 England's honour, once her pride,
 Rome's terror, Dutch annoyer,
 Truth's defender, Spain's destroyer.

Bring no dry eyes unto this place:
 Let not be seen in any case
 A smiling or an unsad face.
 Kindle desires in every breast
 Eternally with him to rest.

By GEO. HARRISON, Gent.,
 on board the "Dunbar," in the Downs, Aug. 11, 1657.

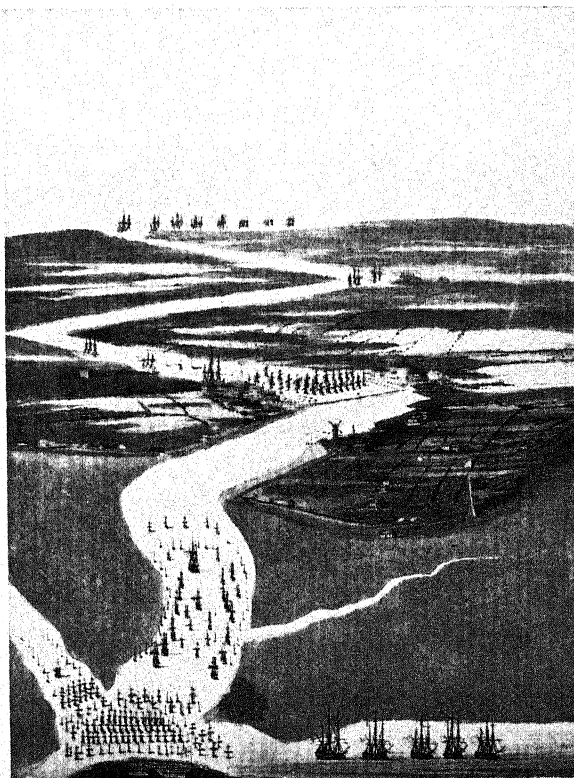


T. H. Parker, Brothers.
 Engraved by T. Frost.

Robert Blake

The first "BLAKE" was a 74-gun ship, launched at Deptford in 1808. She was of 1822 tons, and carried a crew of 590 men. Her length, beam, and draught were 180 ft., 48 ft., and 18 ft.

On July 28th, 1809, the "Blake," commanded by Captain Edward Codrington, and flying the flag of Rear-Admiral Lord Gardner, sailed from the Downs in a fleet of 246 men-of-war of various kinds commanded by Rear-Admiral Sir Richard Strachan, with his flag in "Venerable." Some 400 transports accompanied the expedition, carrying some 40,000 troops under the Earl of Chatham. Many of the men-of-war removed their lower-deck guns and carried horses. The expedition set forth to destroy all the French ships in the Schelde, and at Antwerp; to demolish the dockyards at Antwerp, Flushing, and Ter Neuze; and to render the Schelde no longer navigable for big ships. This affair was of a military rather than a naval character. The fleet assisted by bombarding, and the landing of a Naval Brigade; in the capture of the Island of Walcheren; and in the bombardment, siege, and capture of Flushing. During the attack on Flushing the "Blake"



After Captain Cockburn, R.N.
 Etched by J. Clark.

T. H. Parker, Brothers.

THE WALCHEREN EXPEDITION.

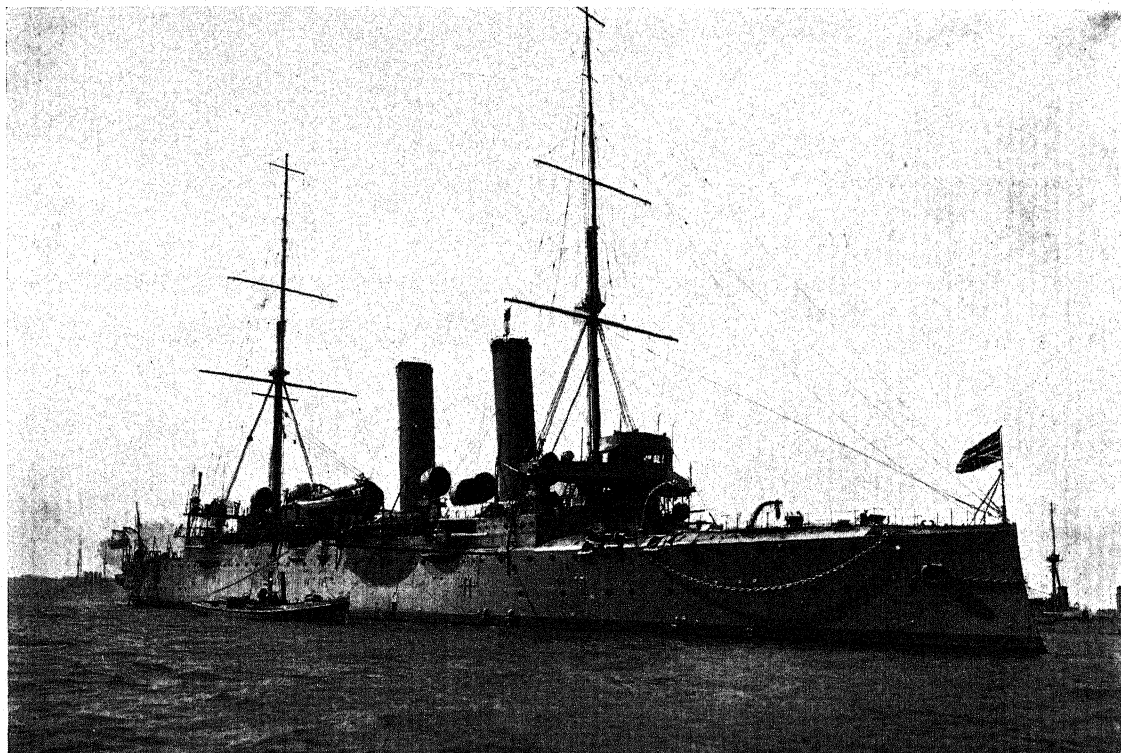
ran aground on the Dog Sand, but was got off in three hours. But the Earl of Chatham was fonder of his own personal comfort than of work, and after the Island of Walcheren, with its batteries, basins, and arsenals, had been reduced, the British force withdrew.

In June 1811 the "Blake," commanded by Captain Edward Codrington, in company with the "Centaur" and "Invincible," was employed in co-operating with the Spanish patriots on the shores of the Mediterranean, and in rescuing many hundreds of them from the butchery of the French at the fall of Tarragona.

In September 1811 the "Blake" assisted in the seizure of the harbour of Tarragona, and in the capture and destruction of the French shipping.

In 1855 the "Blake" was broken up after some forty years' service as receiving ship at Portsmouth.

The second "BLAKE" was a 2-decked 91-gun screw ship of 3716 tons, built



THE THIRD "BLAKE."

From the photograph by Ernest Hopkins.

at Pembroke in 1863. She was of 800 horse-power, and her length, beam, and draught were 252 ft., 57 ft., and 20 ft.

When she was partially built, the Admiralty decided to build in future only armour-sided ships, and work on this vessel ceased.

The third "BLAKE" is a 12-gun twin-screw cruiser, launched at Chatham in 1889. She is of 9000 tons, 20,000 horse-power, and 22 knots speed. Her length, beam, and draught are 375 ft., 65 ft., and 25 ft.

In 1899 the "Blake," commanded by Captain Alfred Leigh Winsloe, proceeded to Sierra Leone, and assumed the duties of senior naval officer during the suppression of the Sierra Leone Rebellion. The rising was crushed by six separate columns of troops, and the Navy had little share in the operations. But had the Navy not been ready at hand, and extremely active at the beginning of the disorders, terrible atrocities might have resulted.

The "Blake" was eventually converted into a seagoing depot for torpedo-boat destroyers.

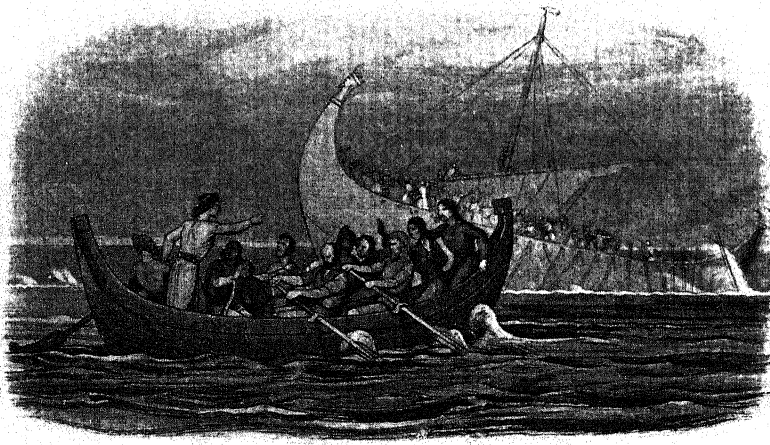
BLANCHE

LA BLANCHE NEF

Escort to King Henry I.	1120	Captured French "Albion"	1803
The Wars of the French Revolution and Empire—		Captured French schooner	1803
Captured French "Sans Culotte"	1793	Sea-sick soldiers	1803
Captured French "Révolutionnaire"	1793	Operations at Curaçoa	1804
Captured French "Vengeur"	1793	Captured French "Gracieuse"	1804
The capture of St. Lucia	1794	Captured French "Amitié"	1805
The capture and defence of Guadeloupe	1794	Action with four French ships	1805
Captured a French schooner at Désirade	1794	Captured French "Guerrière"	1806
Captured French "Pique"	1795		
Operations at St. Lucia, Grenada, Dominica, and		Punitive expedition in the Solomon Islands	1868
St. Vincent	1795	Lindley's punitive expedition against Sultan of	
Nelson's operations at Oneglia Bay	1796	Witu	1893
Captured Spanish "Ceres"	1796	Operations at Kismayu	1893
Operations against Holland	1799	Punitive expedition in Juba River	1893
Nelson's bombardment of Copenhagen	1801	The Lamu Forest expedition	1893
Operations at Monte Christo, San Domingo	1803		
Captured French schooner	1803	The second Boer War—	
		Minor Part	1901

BLANCHE.—A feminine name, from the French for "white."

The first "BLANCHE" was a ship dating from 1120 A.D., known as "La Blanche Nef" (the White Ship). She was built to the order of Prince William, the only legitimate son of Henry I., and pulled fifty oars, but other details of her construction are lacking. It would appear reasonable to suppose that she was painted or dyed white.



From an old print.

LOSS OF "LA BLANCHE NEF."

British Museum.

Fitz-Stephen carry over the princes and princesses, together with about one hundred and forty nobles, eighteen ladies of high rank, servants, etc., making about three hundred in all.

The King's ship had already weighed and sailed when the "White Ship" got under way. Prince William induced the captain and sailors, by plying them with wine, to race the royal galley carrying the King. Fitz-Stephen kept his vessel as close to the shore as possible, trusting to the moonlight to enable him to avoid the rocks; but he presently struck on a reef in the Ras de Catteville. The crowded state of the vessel, and the inebriated condition of the crew, rendered useless all efforts to save the ship, and she soon went down. When the ship first struck, the seamen got out a boat, and put Prince William and a few more into it; these pushed off and might have escaped, had not the Prince insisted on returning to the rescue of his half-sister. As the boat neared the ship, so many people leapt into her that she capsized, and all were lost. Two persons clung to the mast of "La Blanche Nef," one of whom, cramped

OUR NAVAL SEAMEN

AT SEA WITH BLAKE

Circa A.D. 1650

IN SEARCH OF THE ENEMY

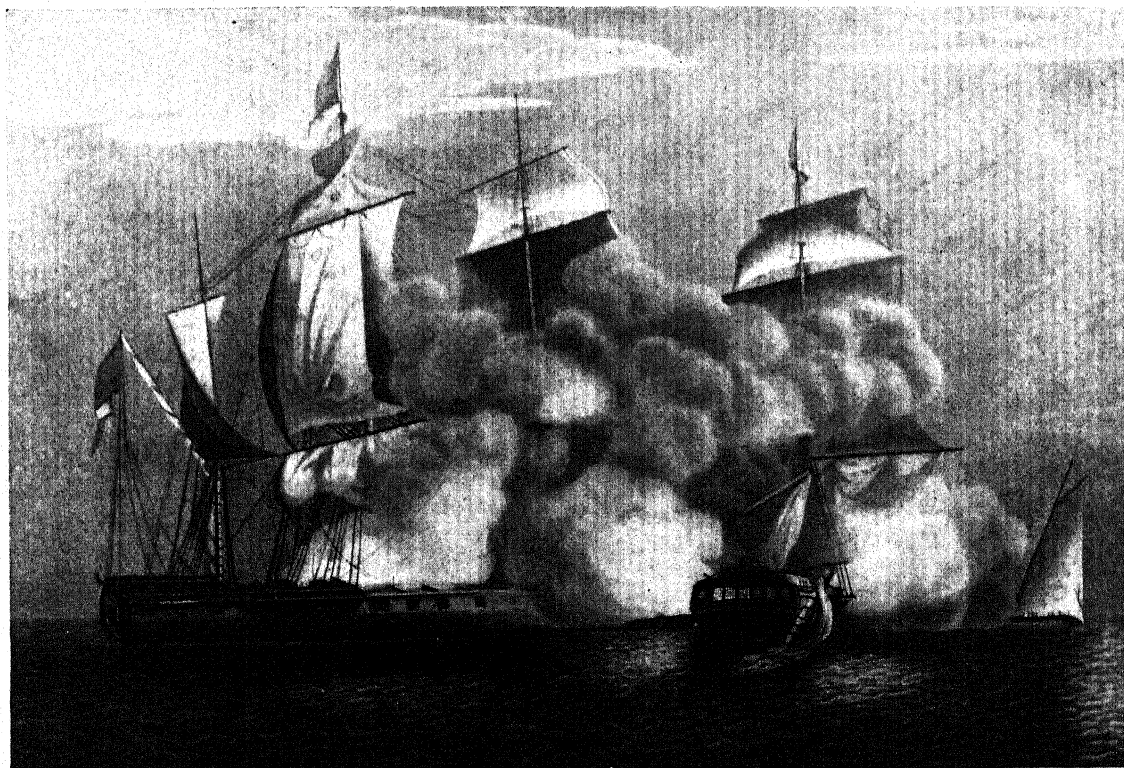


by the chill of the night, fell off and was drowned. The other, the only man who survived to be saved next morning by fishermen from the shore, was Berauld, a butcher of Rouen.

The second "BLANCHE" was a 42-gun frigate, which was captured from the French on December 21st, 1779, by a squadron under Rear-Admiral Joshua Rowley.

She was added to the Navy under her own name. In company with two other French ships, she was met off Guadeloupe, and taken by the "Magnificent"; the "Suffolk," "Vengeance," and "Stirling Castle" playing a minor part in this affair.

On October 10th, 1780, the West Indies was visited by one of a series of violent hurricanes, and the "Blanche," while commanded by Captain Samuel Uppleby, foundered at sea, and was lost with all hands.



After Lieut. T. Orde, R.N. Engraved by C. Rosenberg.

Royal United Service Institution

THE THIRD "BLANCHE" ENGAGES "LA PIQUE."

The third "BLANCHE" was a 32-gun frigate, launched at Burlesdon in 1786. She was of 723 tons, and carried a crew of 220 men. Her length, beam, and draught were 129 ft., 36 ft., and 14 ft.

On December 30th, 1793, the "Blanche," commanded by Captain Christopher Parker, while in the West Indies, captured the French 22-gun ship "Sans Culotte," the French 20-gun ship "Révolutionnaire," and the French 12-gun vessel "Vengeur."

In 1794 the "Blanche," commanded by Captain Christopher Parker, was one of a fleet of 37 vessels in all, commanded by Vice-Admiral Sir John Jervis, with his flag in "Boyne," which proceeded to St. Lucia and landed troops on April 1st. After some very minor operations, the French surrendered the island to the British. The fleet then proceeded to attack Guadeloupe. On April 11th troops were landed under cover of the guns of the fleet, which silenced the enemy's batteries. On the 12th Grand Terre surrendered, the loss to the British Navy being only 13 wounded. On the 20th Basse Terre fell, and the French general surrendered the entire island. The ships and troops, except a few left as garrison, then sailed. A fortnight later a French squadron of nine vessels appeared, and landed troops to attack the British garrison,

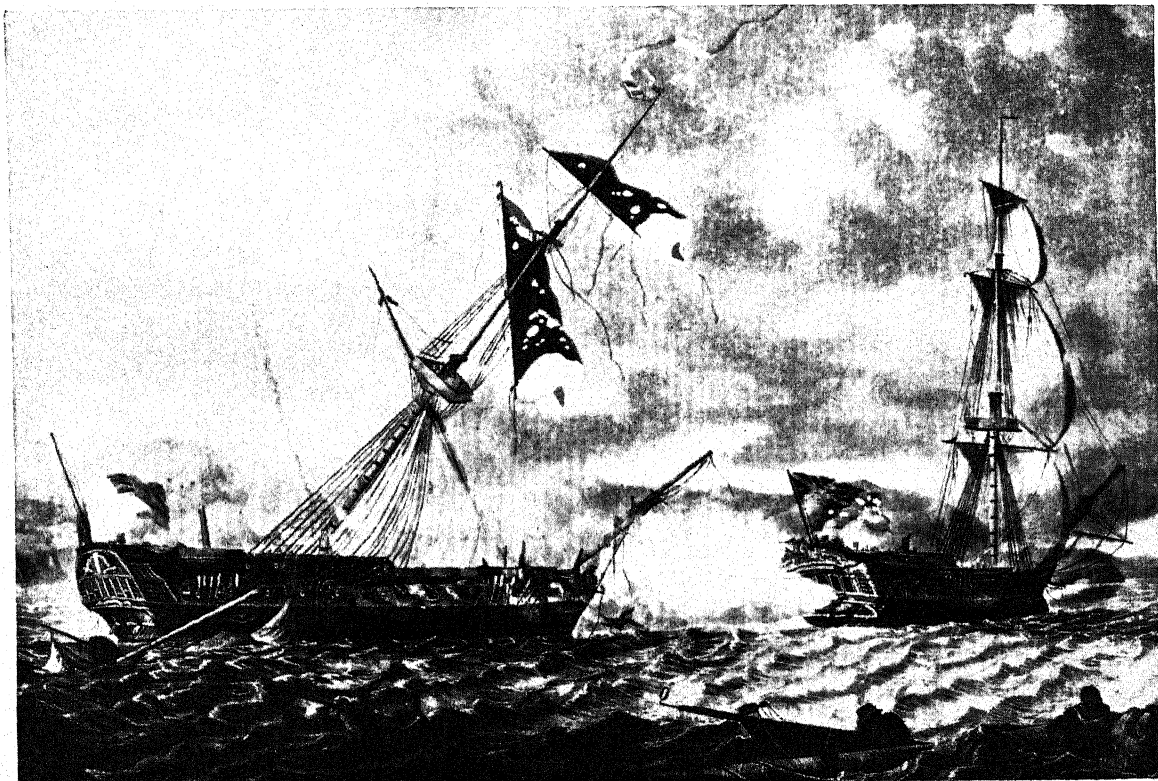
THE KING'S SHIPS

BLANCHE

which, owing to the disloyalty of the inhabitants, were compelled to retreat. The British fleet then returned, and landed troops on June 19th. Several skirmishes occurred, but without definite result, and the British forces re-embarked on July 3rd with a naval loss of 7 killed, 29 wounded, and 16 missing, and abandoned the island. The English garrison left on December 10th, after having been beaten at all points. While these operations were in progress Captain Christopher Parker was succeeded by Captain Robert Faulknor, who, while in command of the "Zebra," had greatly distinguished himself by the daring capture of a fort.

On December 30th, 1794, the "Blanche," commanded by Captain Robert Faulknor, captured a small French schooner in the West Indies, at Désirade, Guadeloupe, with a loss of only 6 men.

On January 5th, 1795, the "Blanche," commanded by Captain Robert Faulknor, while



Painted and engraved by R. Dodd.

Commander Charles Napier Robinson, R.N.

THE THIRD "BLANCHE" CAPTURES "LA PIQUE."

cruising off Guadeloupe, encountered the French 36-gun frigate "Pique," and an action began soon after midnight. The "Blanche," with 198 men on board, and a broadside fire of 228 pounds, was opposed to a ship with a crew of 279 men, and a broadside fire of 273 pounds. The ships fought broadside to broadside after various manœuvres until 2.30 A.M., when the "Blanche" shot ahead. Just as the "Blanche" was preparing to rake her gallant foe, her main and mizzenmasts fell, and the "Pique" ran foul of her, receiving a terrible raking fire. An attempt to board the "Blanche" was repulsed with heavy loss. At about 3 A.M. the heroic Captain Faulknor was shot dead as he was endeavouring to lash the "Pique's" bowsprit to the "Blanche." The lashing parted, and it was some time before the ships fouled again, when the enemy's bowsprit was securely lashed to the stump of the "Blanche's" mainmast. The "Pique's" sharpshooters aloft then began to trouble the British seamen, while the British frigate had to blow holes in her stern with shotted guns, to bring more guns to bear on the "Pique." The firemen having extinguished the flames, the 12-pounders thereafter maintained a most effective fire, until the "Pique" was dismasted. At 5.15 A.M. the gallant "Pique" hauled down her colours, having lost 76 killed and 110 wounded. The "Blanche" lost 8 killed and 21 wounded. Lieutenant David Milne swam

THE KING'S SHIPS

to the captured vessel, as neither ship had a sound boat, and afterwards commanded her. This capture was commemorated by a musical piece produced at Covent Garden, *The Death of Captain Faulknor; or British Heroism*; and also by the song following, which has been put together from several contemporary versions by Professor C. H. Firth, and appears in *Naval Songs and Ballads*.

THE "BLANCHE" FRIGATE, OR THE TARS OF THE "BLANCHE"

You Frenchmen, don't boast of your fighting, nor talk of great deeds, 'tis in vain;
Do you think that Old England you'll frighten as easy as Holland and Spain?
We listen and laugh while you threaten, your boasting the valour of France,
Since your frigate *Le Pique* has been beaten by the jolly brave tars of the *Blanche*.

She sail'd from the bay of Point Petre, four hundred and fifty on board,
And we were all ready to meet her: to conquer or die was the word!
The cans of good liquor were flowing, we gave them three cheers to advance,
And courage in each heart was glowing, for cowards ne'er sail'd in the *Blanche*.

The night then upon us declining, the moon did afford us a light,
Each star with fresh lustre was shining to keep the French frigate in sight,
The breeze gently filled all our sails, our ship through the water did launch,
And the grog flew in bumpers and pails amongst the brave tars in the *Blanche*.

At midnight we came alongside, each ship being prepared for the fight;
"Huzza!" then bold Faulknor he cried, "we'll conquer or perish this night";
So they gave us a broadside to try our courage, and found us all staunch,
Not a man there but rather would die, than cowardly yield up the *Blanche*.

The fight made the sea seem on fire; each bullet destructively flew.
Britannia her sons did inspire with courage that damp'd the French crew,
Saying, "Cowards, you surely must die, for over you Death turns his lance,"
While our balls repeat as they fly, "Fight on, my brave tars of the *Blanche*."

Our mainmast and mizzen being gone, the Frenchmen they thought us their own,
And with "Vive la République!" their song we thought they would never have done.
We joined in their song undismayed, with music that made them all dance,
And not a false note was there played by the harmonious tars of the *Blanche*.

When Faulknor resigned his last breath each tar gave a tear and a sigh,
Such sorrow was found at his death, but he'll soon be revenged was the cry;
But, like Wolfe, with victory crowned, at his death he said "Ne'er mind my chance;
Fight on, my brave boys, or be drowned on board of our frigate the *Blanche*."

Bold Watkins his place soon supplied, and like a bold Hector engaged
His guns with more judgment to guide, for the death of his captain enraged;
And who could our fury allay when *Le Pique* alongside did advance?
The masts being all shot away, we grappled her close to the *Blanche*.

They thought it in vain to withstand, they called out for quarter amain,
Although the advantage they had, still Britons were lords of the main.
So push the grog round, let it pass, since they found us true-hearted and staunch;
Every lad with his favourite lass drink success to the tars of the *Blanche*.

In the summer of 1795 the "Blanche," commanded by Captain Charles Sawyer, assisted the operations against the French at St. Lucia, Dominica, Grenada, and St. Vincent.

On May 31st, 1796, the "Blanche," commanded by Captain D'Arcy Preston, was one of a squadron of six ships under Captain Horatio Nelson, in the "Agamemnon." They chased six vessels under a battery in Oneglia Bay. Some of the ships anchored with only a few inches of water under them and silenced the battery. The boats then attacked, and carried two French gunboats, and drove ashore the French transports, which were full of military stores, destined for the siege of Mantua. The French transports were not only seized and captured, but brought off in the face of a heavy musketry fire from the beach, with a loss of only 1 killed and 3 wounded.

On December 19th, 1796, the "Blanche," commanded by Captain D'Arcy Preston, while in company with the "Minerve," Commodore Horatio Nelson, fell in with two Spanish frigates, "Sta. Sabina," 40, and "Ceres," 40, off Cartagena. While the "Minerve" engaged

THE KING'S SHIPS

BLANCHE

and captured the "Sta. Sabina," the "Blanche" quickly captured the "Ceres" to the extent of compelling her to strike her colours, but both Spaniards had to be abandoned upon the approach of a superior Spanish force. The "Blanche" had no casualties, but the "Ceres" had 7 killed and 15 wounded.



Painted by T. Stothard, R.A.

T. H. Parker, Brothers.

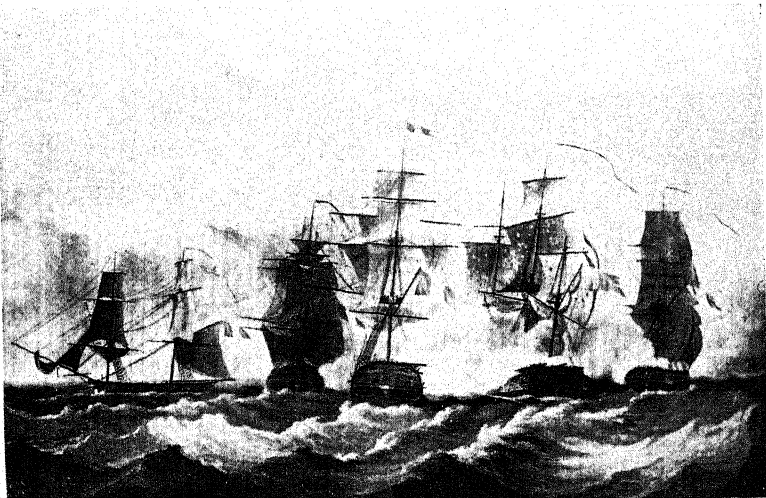
DEATH OF CAPTAIN FAULKNER.

On September 28th, 1799, the "Blanche," while commanded by Commander John Ayscough, and acting as a transport with only 16 guns mounted, in the operations against Holland, was wrecked and lost in Scalp Gat in the Texel. Fortunately no lives were lost.

The fourth "BLANCHE" was a 36-gun frigate, launched on the Thames in 1800. She was of 951 tons, and carried a crew of 264 men. Her length, beam, and draught were 145 ft., 38 ft., and 14 ft.

In 1801 the "Blanche," commanded by Captain Graham E. Hamond, was one of a fleet of 21 ships, 7 bombs, 2 fireships, and 6 gun-brigs, commanded by Vice-Admiral Lord Nelson, with his flag in "Elephant," which took part in the battle or bombardment of Copenhagen. Ahead of the fleet went the "Blanche," carrying the Hon. Nicholas Vansittart, who had full power to treat; but on March 23rd the "Blanche" rejoined and reported that the Danes were openly defiant, and that she had brought away the British Chargé d'Affaires. The fleet forced a passage of the Öre Sound on March 30th, and after encountering various navigational difficulties, they anchored under fire opposite Copenhagen

on April 3rd. The Danish defences, besides forts, consisted of 18 men-of-war, and armed hulks, and floating batteries moored in a 1½-mile line opposite the town. Two British men-of-war ran aground, and the six brigs were unable to get into action owing to tide. The action began at 10, and was general at 11.30. A furious cannonade followed, during which time Lord Nelson put his blind eye to his telescope when advised by the Commander-in-Chief four miles away to discontinue the action. Owing to damage the "Blanche" and some other small ships took advantage of Sir Hyde Parker's permission to withdraw. By 3.30 P.M. letters were exchanged under flags of truce, and the fighting ceased, most of the Danish ships and forts being silenced. The Danes lost in killed, wounded, and prisoners about 6000 men. The British fleet lost 255 killed and 688 badly wounded. Fourteen Danish ships were captured, burned, blown up, driven on shore, or other-



Published by G. Andrews.

Commander Sir C. L. Cust, Bart., R.N., etc.

THE FOURTH "BLANCHE" CAPTURED.

wise taken from the enemy. A fourteen weeks' armistice was then agreed to, and the British forces withdrew. The Danes mounted 696 guns on this occasion against the British 1014 guns and carronades. The "Blanche" lost 7 killed and 9 wounded. Nelson was elevated to the dignity of Viscount for this victory.

Soon afterwards Admiral Sir Hyde Parker was recalled in order that Lord Nelson might be kept in foreign waters, and he returned to England in the "Blanche."

On November 3rd, 1803, the "Blanche," commanded by Captain Zachary Mudge, was off San Domingo, and observing the French 4-gun cutter "Albion" under the guns of Monte Christo, at once sent her boats in to attack, under Lieutenant William Braithewaite, who was an habitual drunkard. Needless to relate the attempt was badly ordered, and resulted in failure.

On the morning of November 4th, 1803, the launch of the "Blanche," under Master's Mate John Smith, attacked and carried a privateer schooner of one gun and thirty men.

On the evening of November 4th, 1803, Lieutenant Edward Nicholls, Royal Marines, set out with a cutter and 13 men to attack the French cutter "Albion." The French were quite ready, and three men were wounded before the gallant marine officer and the remaining ten were able to board.

Lieutenant Nicholls was wounded, but the "Albion" was captured, having lost her captain killed and 5 men wounded. Captain Mudge did not add greatly to his reputation by omitting to mention Lieutenant Nicholls's bravery, and the fact that he had been wounded; he, however, gave great credit to a certain Lieutenant Lake, who was not even present when the ship was captured.

During the month of November 1803 a boat from the "Blanche," which had been sent in to "sand" under Midshipman Edward H. A'Court, with 8 men and 5 or 6 muskets, captured, after

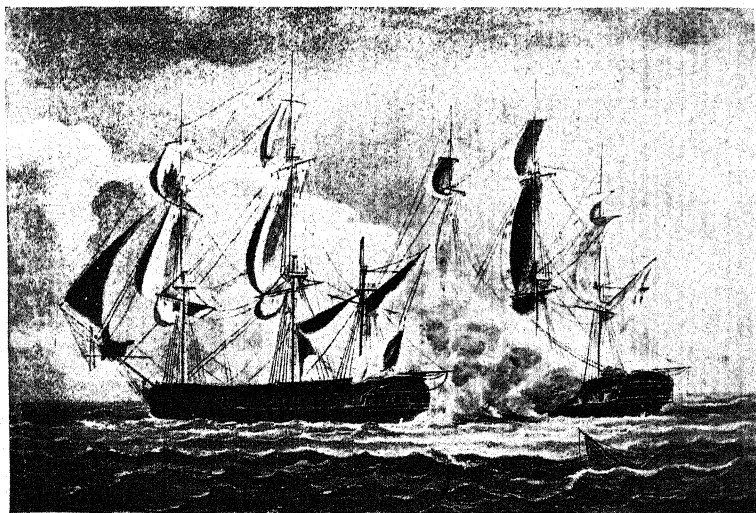
boarding, a French schooner with over 30 French soldiers on board. The soldiers appear to have been sea-sick, which may explain this astonishing affair.

On January 31st, 1804, the "Blanche," commanded by Captain Zachary Mudge, arrived off the Dutch island of Curaçoa in company with one 74, two frigates, and a schooner. Some 600 seamen and marines were landed, and several forts and batteries were successfully stormed and captured. The British suffered much from sickness and desertion, and the Dutch received reinforcements. On February 25th Captain Bligh, who was senior officer, re-embarked his men, after having reduced Fort Piscadero, and abandoned the island, having lost 18 killed and 42 wounded in the operations.

On October 21st, 1804, the "Blanche," commanded by Captain Zachary Mudge, captured the French 14-gun brig "Gracieuse" off Curaçoa.

On June 10th, 1805, the "Blanche," Captain Z. Mudge, captured the French 14-gun schooner "Amitié" on the Jamaican Station.

On July 19th, 1805, the "Blanche," commanded by Captain Z. Mudge, on her way from Jamaica to Barbados with despatches for Lord Nelson, was so unfortunate as to run into a French squadron of four ships to the north of Puerto Rico. The French ships were flying British colours, and after being deceived Captain Mudge made all sail to escape, but the "Blanche" sailed badly, and was speedily overtaken and engaged by the "Topaze," the other French ships engaging from astern. After two and a quarter hours' resistance, the "Blanche" struck, being then in a thoroughly disabled condition, with several of her guns dismounted, her sails and rigging shot to pieces, her masts badly wounded, and her hold full



After T. Whitcombe. Engraved by T. Sutherland.

A. Ackermann.

FIFTH "BLANCHE" CAPTURES "GUERRIÈRE."

THE KING'S SHIPS

BLANCHE

of water. The "Blanche" had also 8 men killed and 15 wounded, and as she was infected with dry rot, her timbers offered little resistance to the enemy's shot, and she sank a few hours after the action.

The fifth "BLANCHE" was a 46-gun frigate, which, as the "Amfitrite," had been captured from the Spaniards by the "Donegal" on November 25th, 1804. She had been launched at Havana in 1799, and was of 1036 tons, and carried a crew of 284 men. Her length, beam, and draught were 150 ft., 40 ft., and 12 ft.

On July 18th, 1806, the "Blanche," commanded by Captain Thomas Lavie, sighted off the Faro Islands the French 40-gun frigate "Guerrière." The French frigate had a dirty



After T. Whitcombe. Engraved by T. Sutherland.

A. Ackermann.

LOSS OF THE FIFTH "BLANCHE."

bottom, and 80 men sick of scurvy, to which disease 36 officers and men had already fallen victims, so she tried to escape. At 12.45 A.M. on the 19th, the "Blanche" closed and poured in two rapid broadsides. The "Guerrière" returned the fire feebly, her masts were wounded, and her mizzenmast fell. At 1.30 A.M. she struck, and the "Blanche" had suffered hardly any injury. In this case the "Blanche," with 314 men and a broadside weight of 520 pounds, was opposed to a ship with a reputed 265 men and a broadside weight of 516 pounds. The "Blanche" had only 4 men wounded, but the "Guerrière" had 20 killed and 30 wounded. Captain Thomas Lavie was Knighted for this service, and his first lieutenant, Henry Thomas Davies, was promoted to Commander.

On March 4th, 1807, the "Blanche," while commanded by Captain Sir Thomas Lavie, was wrecked and lost off Ushant, 45 lives being lost.

The sixth "BLANCHE" was a 34-gun French frigate, which had been captured by the "Powerful" as the "Bellone" in 1806. Launched at Bordeaux in 1797, she was of 648 tons, and carried a crew of 200 men. Her length, beam, and draught were 132 ft., 34 ft., and 12 ft.

This vessel was subsequently reduced to a 28-gun ship, and she was broken up in 1814.

THE KING'S SHIPS

The seventh "BLANCHE" was a 46-gun frigate, launched at Chatham in 1819. She was of 1074 tons, and carried a crew of 300 men. Her length, beam, and draught were 150 ft., 40 ft., and 15 ft.

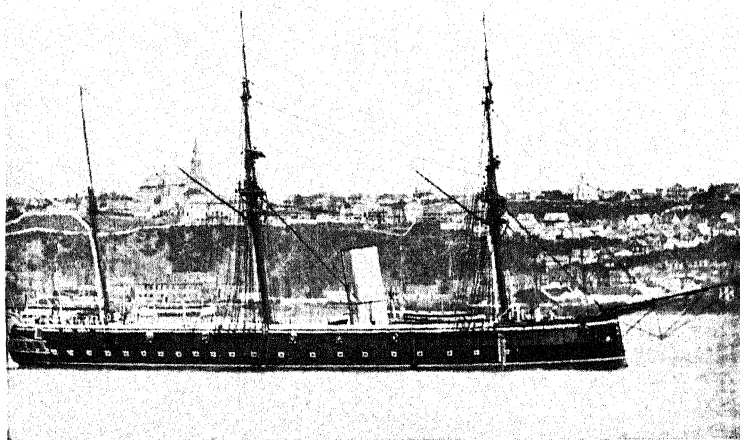
This vessel ended her career in the 'sixties as a receiving hulk at Portsmouth, and in 1865 she was broken up.

The eighth "BLANCHE" was a 6-gun screw sloop, launched at Chatham in 1867. She was of 1755 tons, 2158 horse-power, and 13.5 knots speed. Her length, beam, and draught were 212 ft., 36 ft., and 16 ft.

In September 1868 the "Blanche," Captain John E. Montgomerie, shelled one or two villages as a punitive measure at Rodora Bay, in the Solomon Islands.

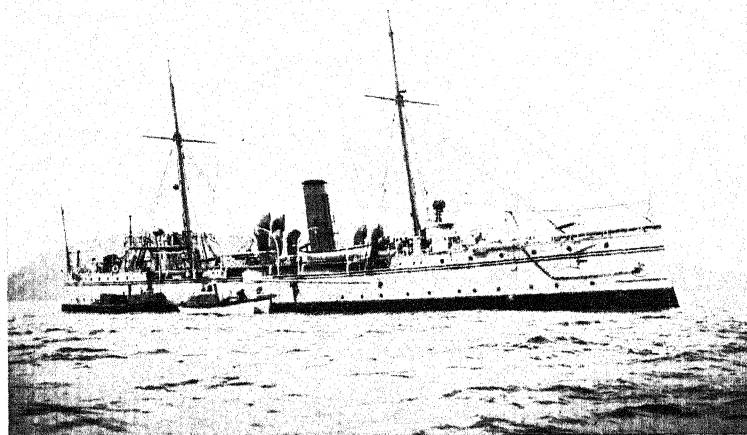
In 1886 this vessel was sold for £3600.

The ninth "BLANCHE" was a 6-gun twin-screw cruiser, launched at Pembroke in 1889. She was of 1580 tons, 3000 horse-power, and 17 knots speed. Her length, beam, and draught were 220 ft., 35 ft., and 14 ft.



Vice-Admiral Sir Charles G. F. Knowles, Bart.

THE EIGHTH "BLANCHE."



From the photograph by Ernest Hopkins.

THE NINTH "BLANCHE."

In August 1893 the "Blanche," commanded by Captain George R. Lindley, with the "Swallow" and "Sparrow" in company, proceeded to the Inkonumbi Estuary, and contributed to a Naval Brigade which, accompanied by 70 native troops, marched into the densely wooded country, led by Captain G. R. Lindley. She proceeded to punish Fumo Omari, the new Sultan of Witu, who had been committing outrages. After some brisk fighting, Pumwani was taken on August 7th, and Jongeni on August 13th, both places being destroyed. The British loss was 1 stoker killed, and Lieutenant Maurice S. Fitzmaurice, of the "Blanche,"

and one other officer wounded. Captain G. R. Lindley was given the C.B. for his services.

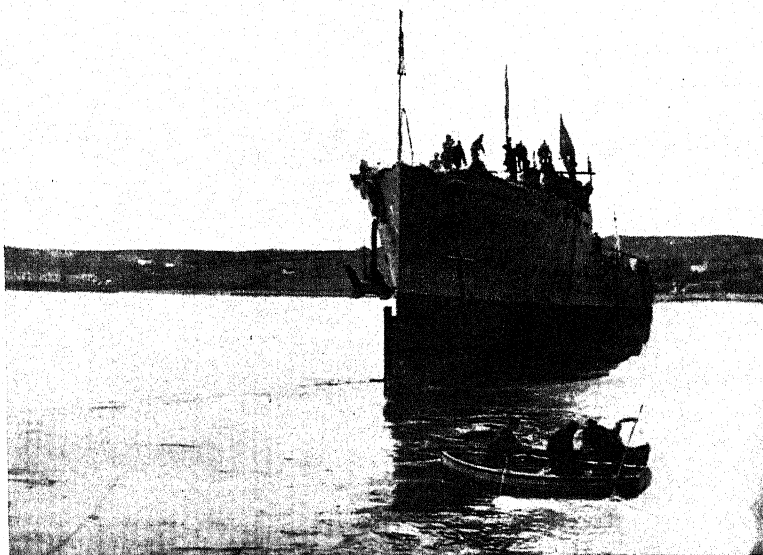
In August 1893 the "Blanche," temporarily commanded by Lieutenant Price V. Lewes, arrived at Kismayu from Zanzibar on account of the mutiny of some local levies who had murdered one of their officers, and seized Turkey Hill Fort, on the right bank of the

THE KING'S SHIPS

BLANCHE

Juba River. Captain Lindley had been left at Zanzibar in hospital, and Lieutenant John de M. Hutchison, the first lieutenant, was laid up on board; but Lieutenant Lewes

landed with forty volunteers from the cruiser and, joined by a body of fifty loyal Keribotos, made a night march and recaptured Turkey Hill Fort by surprise. The expedition then proceeded up the River Juba, accomplished the relief of two Englishmen in the British East African s.s. "Kenia," who were supposed to be in the greatest danger, and repairing the boiler under fire, they steamed up the river, and shelled and destroyed the hostile town of Magerada. They then landed, captured Hajualli after an hour's fighting, and crossing the stream, subsequently captured the village of Hajowen. This small force carried out its work in the face of 150



From the photograph by S. J. Allen.

LAUNCH OF THE TENTH "BLANCHE."

riflemen and 600 spearmen, and Lieutenant Lewes received the D.S.O. for his services.

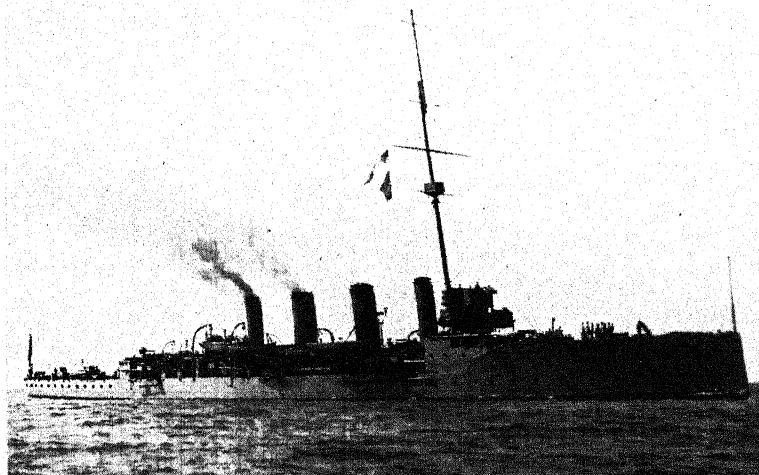
In October 1893 the "Blanche," in company with the "Raccoon" and "Swallow," contributed to a small Naval Brigade which took part in the Lamu Forest expedition. Fumo Omari, Sultan of Witu, had grown restless and dangerous, and as he had re-fortified Pumwani in defiance of his engagements, the expedition marched inland, and captured and destroyed that town.

In 1901 the "Blanche," commanded by Commander Murray Thomas Parkes, played a minor part in the second Boer war.

In 1905 the "Blanche" was sold.

The tenth "BLANCHE" is a 10-gun turbine cruiser, launched at Pembroke in

1910. She is of 3350 tons, 18,000 horse-power, and 27 knots speed. Her length, beam, and draught are 390 ft., 41 ft., and 13 ft.



From the photograph by O. G. Coates.

THE TENTH "BLANCHE."

BLAZER

BLAZE

The War of the English Succession—

The battles off Cape Barfleur and La Hogue . . . 1692
Engagement with French squadron off the Scillies 1697

The Wars of the French Revolution and Empire—

Popham's expedition to Ostend 1798
Action with batteries at Varberg 1801
Engagement with French invasion flotilla off
Ostend 1804

Captured Danish "Unge Troutman" and Danish

"Liebe" 1813
The capture of Cuxhaven and Gluckstädt . . . 1813

The Russian War—

The Baltic expedition 1855
The blockade of the coast of Courland . . . 1855
The capture of Kotka 1855
The bombardment of Sveaborg 1855

BLAZER (Blaze).—The stream of light from a body when burning. A white spot on the forehead or face of a horse. A mark made on trees by removing the bark with a hatchet for the purpose of marking a trail.

The first "BLAZER," or "Blaze," was an 8-gun fireship of 260 tons, launched at Deptford in 1690.

In 1692 the "Blaze," commanded by Captain Thomas Heath, was one of a combined Anglo-Dutch fleet under Admiral of the Fleet Edward Russell, with his flag in "Britannia," which met the French, who were commanded by Admiral Tourville, the victor of the battle of Beachy Head.

The English and Dutch fleet had 99 ships of the line, 38 frigates and fireships, and 6756 guns.

The French fleet had 44 ships of the line, 13 frigates and fireships, and 3240 guns.

The fleets met off Cape Barfleur on May 19th. The action began at 10 A.M., and was brought to a conclusion during the evening by a thick fog. On this day the French flagship "Soleil Royal" was driven into a position whence she must go ashore, unless the wind changed, so Admiral Tourville shifted his flag. At 11 A.M. on the 21st, the "Soleil Royal" took the ground off Cherbourg, and the crew cut away her masts. Having been ordered to deal with the stranded flagship, the "Blaze" proceeded, assisted by a number of boats, and covered by the guns of the fleet. In spite of stout opposition the "Blaze" succeeded in burning the "Soleil Royal" without loss to herself. The French were defeated, pursued, and scattered, and on the 23rd twelve of their men-of-war were burned in the Bay of La Hogue. The enemy had hauled their vessels into shallow water, and the French troops destined for the invasion of England assisted in the defence, but were pulled off their chargers by the seamen's boat-hooks. The French made a most gallant defence, but were completely defeated at the end of the six days' operations. Some 20 ships escaped by running through the dangerous race of Alderney, and four even went all the way round Scotland ere they reached a French port in safety. The "Blaze" and nine other fireships were expended in the Bay of La Hogue in burning the enemy's vessels.

The second "BLAZE," or "Blazer," was an 8-gun fireship, launched at Blackwall in 1694. She was of 253 tons, and carried a crew of 45 men. Her length, beam, and draught were 92 ft., 25 ft., and 10 ft.

In April 1697 the "Blaze," commanded by Captain John Wooden, was one of a small squadron, under Captain George Symonds in "Norwich," which proceeded to reinforce Vice-Admiral Neville in the West Indies. On May 5th, when about 200 miles from Scilly, the squadron encountered four French men-of-war, and in the engagement which followed, the "Blaze" was captured. Captain Symonds was tried by court-martial, and dismissed the service for the unsatisfactory conduct of his command.

The third "BLAZE," or "Blazer," was a fireship, purchased in 1756 and armed by Vice-Admiral Watson in India for service against the rebels. Owing to adverse weather conditions, the "Blaze" could not reach the Ganges, and so she took no part in the subsequent operations.

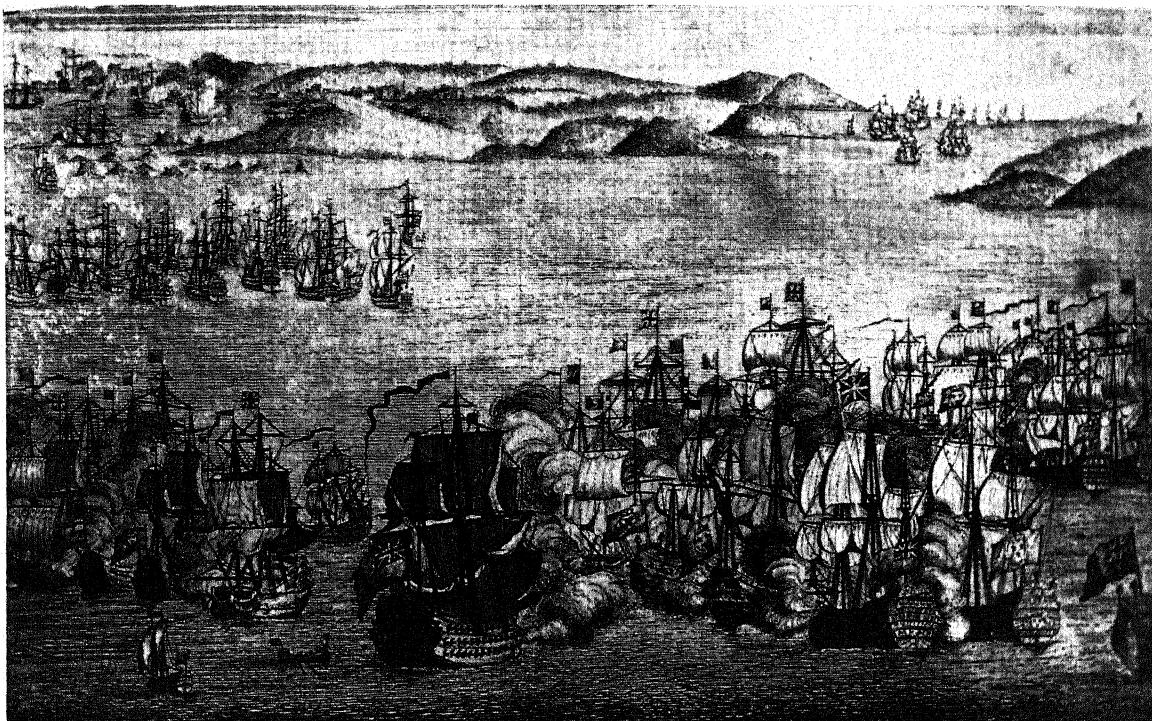
The fourth "BLAZER" dates from 1797. She was a gunbrig mounting two

THE KING'S SHIPS

BLAZER

24-pounders and ten 18-pounder carronades, launched on the Thames. She was of 159 tons, and had a crew of 50 men. Her length, beam, and draught were 75 ft., 22 ft., and 8 ft.

In 1798 the "Blazer," commanded by Lieutenant D. Burgess, was in a fleet of 25 vessels commanded by Captain Home Riggs Popham in the "Expedition." They were destined for the destruction of the lock-gates and sluices of the Bruges Canal at Ostend. This was to prevent troops being passed through, which were intended for the invasion of England. A body of troops commanded by General Sir Eyre Coote accompanied the ships, and were safely landed at Ostend on May 19th in most unfavourable weather. The ships then engaged the batteries, which replied with such vigour that very soon some of the ships had to haul off. The lock-gates and sluices are said to have been destroyed by the troops, but the



Engraved by R. Parr.

BATTLE OFF LA HOGUE.

T. H. Parker, Brothers.

weather being too bad to re-embark, the troops were overpowered and forced to capitulate, with a loss of 65 killed and wounded.

In March 1801 the "Blazer," commanded by Lieutenant Jonah Tiller, while advancing in a British fleet against Copenhagen, was driven under the batteries at Varberg, and was there captured. After Vice-Admiral Lord Nelson had defeated the Copenhagen defences and had arranged an armistice of 14 weeks, the "Blazer" was restored to the British.

In 1803 this vessel was sold.

The fifth "BLAZER" was a 12-gun gunboat, launched at Northfleet in 1804. She was of 180 tons, and carried a crew of 50 men. Her length, beam, and draught were 80 ft., 23 ft., and 7 ft.

On October 23rd, 1804, the "Blazer," commanded by Lieutenant John Hinton, was one of a squadron of seven vessels, under Commander John Hancock in the "Cruiser," which chased and captured a French prahm off Ostend.

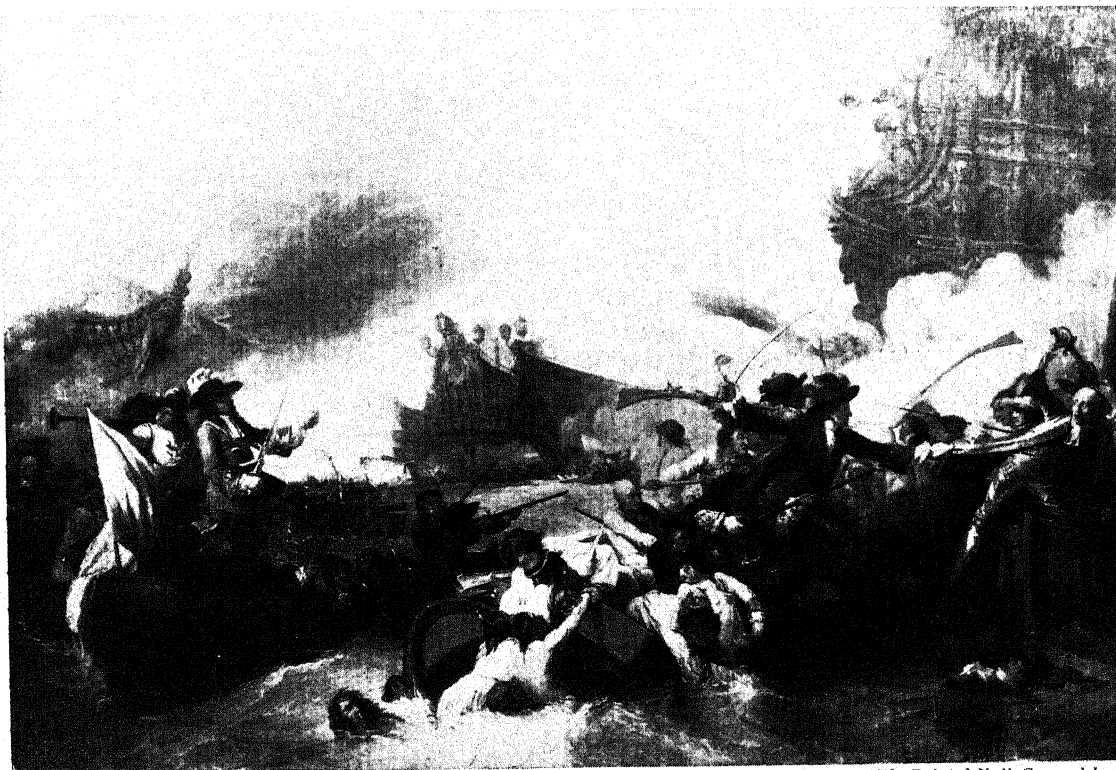
On March 13th, 1813, the "Blazer," commanded by Lieutenant Francis Banks, proceeded up the Elbe in company with one other vessel. The boats were then despatched up the river, and the Danish 5-gun vessel "Unge Troutman" was captured. After a further chase the Danish 5-gun vessel "Liebe" was captured.

THE KING'S SHIPS

In October 1813 the "Blazer," commanded by Lieutenant Francis Banks, was one of a squadron of six vessels and eight gunboats commanded by Captain Arthur Farquhar in the "Désirée." On November 30th they co-operated with a Russian squadron in the attack upon and capture of Cuxhaven from the French. They then proceeded to Gluckstädt and assisted the Crown Prince of Sweden. After a six days' bombardment the fortress capitulated on January 5th, 1814.

In 1814 this "Blazer" was sold.

The sixth "BLAZER" was a 3-gun paddle vessel, launched at Chatham in 1834. She was of 527 tons, 136 horse-power, and carried a crew of 80 men. Her length, beam, and draught were 145 ft., 28 ft., and 8 ft.



Painted by B. West.

BOAT-FIGHTING OFF LA HOGUE.

The Painted Hall, Greenwich.

In 1845, when there was no established uniform for seamen, the men of the "Blazer" wore blue and white striped guernseys with jackets.

For some years the "Blazer" acted as a surveying vessel on the English coast.

In 1853 this vessel was broken up at Portsmouth.

The seventh "BLAZER" was a screw mortar-vessel, launched at Blackwall in 1855. With 60 horse-power, she was of 117 tons, and carried a crew of 36 men. Her length, beam, and draught were 65 ft., 21 ft., and 5 ft.

On March 28th, 1855, the "Blazer," commanded by Acting-Gunner Josiah Hunt, sailed from the Downs in a fleet of 88 steam vessels of various kinds, commanded by Rear-Admiral the Hon. R. S. Dundas, with his flag in "Duke of Wellington." They made for the Baltic to take part in the campaign against the Russians, and at once established a blockade of the coast of Courland.

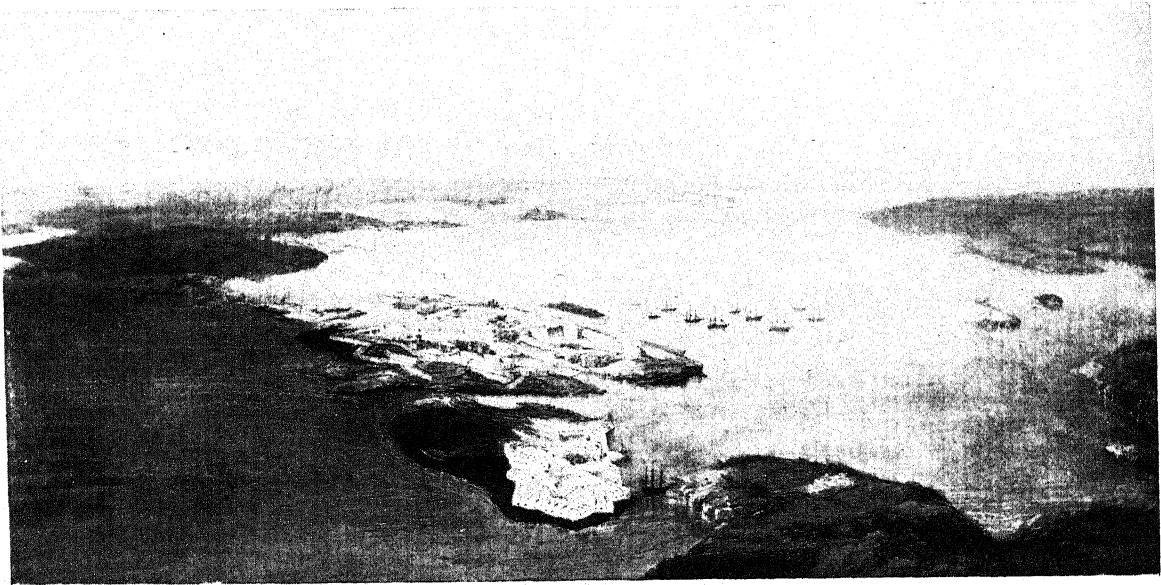
On July 26th the "Blazer," assisted by other vessels, attacked and captured the Russian Island of Kotka, and destroyed barracks, stores, magazines, workshops, and supplies before leaving a small British force to garrison the place.

On August 9th the "Blazer" was one of a British force of 54 vessels, mostly composed

THE KING'S SHIPS

BLAZER

of bombs, which warped into position for the bombardment of Sveaborg, and soon after 7 A.M. began firing. A number of French bomb-vessels co-operated in the attack, which



Lithographed by E. T. Dolbv.

SVEABORG.

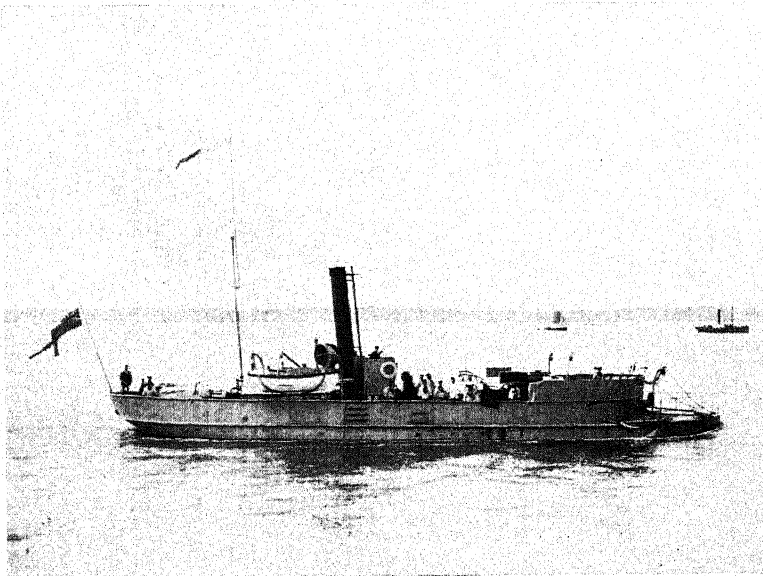
A. Ackermann.

lasted until the morning of the 11th. Only one man on the British side lost his life, but a spy stated that the Russians had lost 2000 killed, 23 vessels burned, and that the Dockyard, Government Stores, and powder magazines were blown up and completely destroyed.

In 1856 this vessel disappeared from the Navy List, probably having been given a number for harbour service.

The eighth "BLAZER" was a 2-gun screw gunboat, launched at Birkenhead in 1856. She was of 235 tons, 60 horse-power, and carried a crew of 36 men. Her length, beam, and draught were 108 ft., 22 ft., and 6 ft.

In 1868 this vessel became a dredger at Portsmouth; in 1870 she was towed to Gibraltar for similar service, and in 1877 she was sold for £200.



From the photograph by H. J. Symonds.

THE NINTH "BLAZER."

The ninth "BLAZER" is a 1-gun twin-screw gunboat, launched at Portsmouth for coast defence in 1870. She is of 254 tons, 266 horse-power, and 8 knots speed. Her length, beam, and draught are 85 ft., 26 ft., and 6 ft.

BLLENHEIM

The War of American Independence—		
The relief of Gibraltar	1782	
Lord Howe's action with Franco-Spaniards off Cape Spartel	1782	
The Wars of the French Revolution and Empire—		
Hotham's action off Hyères	1795	
The battle off St. Vincent	1797	
The blockade and bombardment of Cadiz	1797	
"Teaching those fellows their duty and obedience"	1798	
Assisted to capture French "Harmonie"	1803	
Boat attack at St. Pierre, Martinique	1804	
Action with French "Marengo" and "Belle Poule"	1805	
		The loss of a great sailor 1807
		The first China War—
		Capture and reduction of North Wangtung and Anunghoy 1841
		The capture of Canton 1841
		The capture of Amoy, Tinghae, and Ningpo 1841
		The Russian War—
		The Baltic Expedition 1854
		The bombardment and capture of Bomarsund 1854
		The blockade of the coast of Courland 1855
		Operations in River Narva and Gulf of Finland 1855
		Operations at Hangö and Ekenaes 1855
		A Royal Soldier 1896



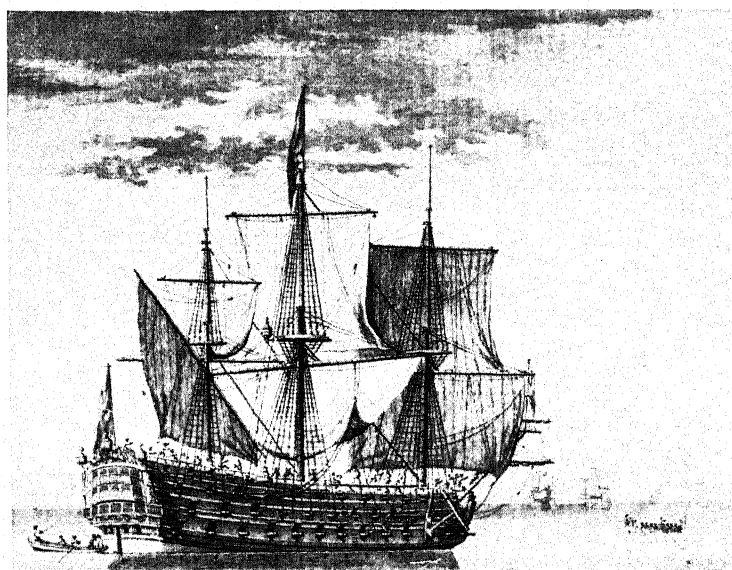
BLLENHEIM.—Sometimes called Blindheim, a village of Bavaria, in the circle of Swabia on the left bank of the Danube a few miles below Höchstädt. It gives name to a great battle fought in the vicinity on August 13th, 1704, by the English and Imperialists under the Duke of Marlborough, against the French and Bavarians under Marshal Tallard, Count Marsin, and the Elector of Bavaria, the latter being completely defeated. This battle is known on the Continent as the battle of Höchstädt.

The first "BLLENHEIM" was a 96-gun ship, launched at Woolwich in 1709. She was of 1557 tons, and her length, beam, and draught were 162 ft., 47 ft., and 15 ft. She was eventually converted into a hospital ship. In 1763 she was broken up.

The second "BLLENHEIM" was a 90-gun ship, launched at Woolwich in 1761. She was of 1827 tons, and her length, beam, and draught were 176 ft., 49 ft., and 21 ft. She carried a crew of 750 men.

On September 11th, 1782, the "Blenheim," commanded by Captain Adam Duncan, sailed in a fleet for the relief of Gibraltar, which at that time was besieged by the French and Spanish fleets. The fleet consisted of 183 vessels in all, and was commanded by Admiral Lord Howe, with his flag in "Victory." On October 8th, while off St. Vincent, the "Latona" frigate was sent ahead for information, and she returned on the 10th with the pleasing news that Gibraltar had repulsed one attack. Owing to Lord Howe's great skill and ability the enemy's fleet was held in check while the convoy reached Gibraltar with the necessary warlike stores and supplies. On October 20th the allies were met in the Straits of Gibraltar, and a partial and indecisive action was fought off Cape Spartel, which resulted in a British loss of 68 killed and 208 wounded, to which the "Blenheim" contributed 2 killed and 3 wounded. The French lost 60 killed and 320 wounded. But Gibraltar was relieved, and the English fleet regained Spithead on November 14th.

In 1795 the "Blenheim," commanded by Captain John Bazely, was one of a combined British and Neapolitan fleet of 32 sail in all, commanded by Admiral William Hotham, with



After T. Baston.

THE FIRST "BLLENHEIM."

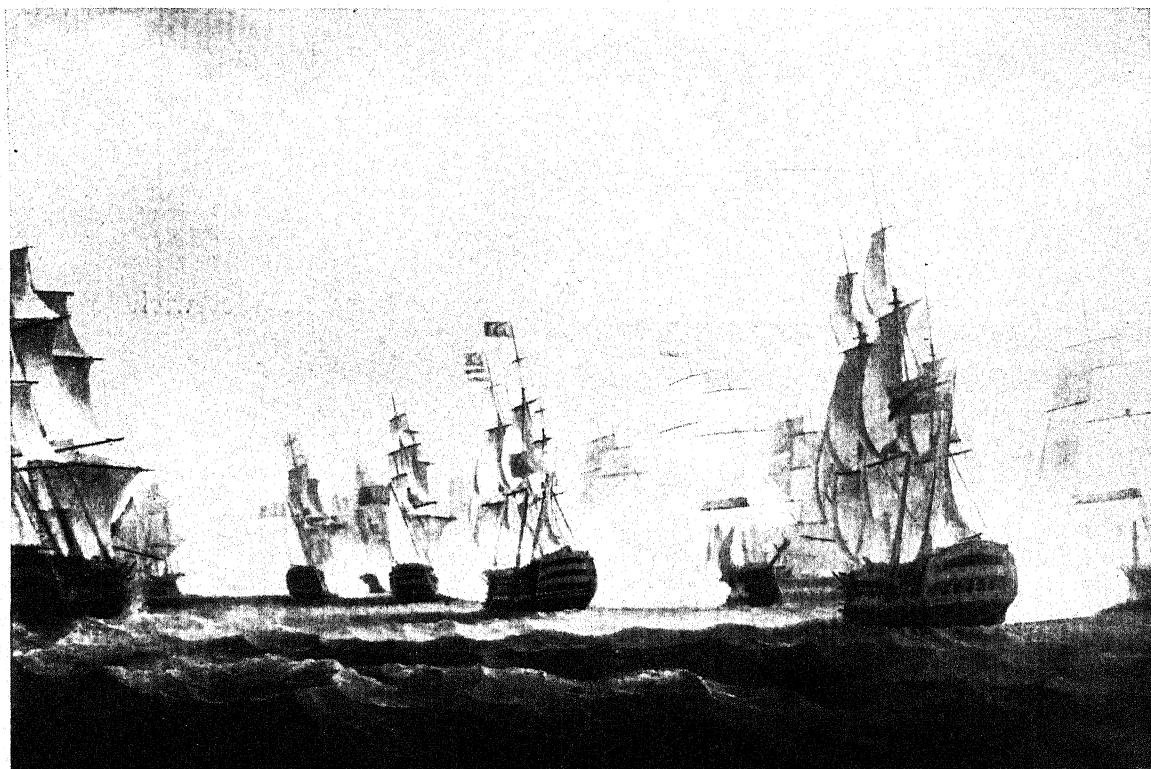
British Museum.

THE KING'S SHIPS

BLenheim

his flag in "Britannia." Commodore Nelson on July 7th had discovered the French fleet off Capo Mele, and was chased to San Fiorenzi, where he gave information to the Admiral. The French fleet consisted of 23 ships under Vice-Admiral Martin. On July 13th the French fleet were sighted off Hyères, and the British fleet at once chased. The action began at 12.30 P.M. At 2 P.M. a French ship struck her colours, and at 3 P.M. Admiral Hotham stopped the action. The British lost 11 killed and 28 wounded, and had captured 1 ship. The "Blenheim" lost 2 killed and 2 wounded. Admiral Hotham's decision to cease fighting was severely criticised.

In 1797 the "Blenheim," commanded by Captain Thomas Lenox Frederick, was one of a fleet of 15 ships and seven small craft commanded by Admiral Sir John Jervis, with his flag in "Victory." On February 14th they fought a battle off Cape St. Vincent with a Spanish



Painted by T. Whitcombe.

BATTLE OFF ST. VINCENT.

The Painted Hall, Greenwich.

fleet of 27 ships commanded by Admiral Don José de Cordova. On February 13th the "Minerve," flying the broad pennant of Commodore Horatio Nelson, joined Sir John Jervis and informed him that the Spaniards were at sea. The Spanish fleet was sighted at 6.30 A.M. on the 14th, and the British at once chased. The British leading ship opened fire at 11.30 A.M. The action was general by 1.30. The "Captain," with Commodore Nelson on board, boarded and captured the "San Nicolas" and "San Josef," which had fouled one another. The action ceased at 4.30 P.M. The British had captured four Spanish ships of the line, and had crippled several others. The British lost no ships, but had 73 men killed and 227 wounded seriously. The Spaniards lost about 1000 killed and wounded. Sir John Jervis was created Baron Jervis and Earl St. Vincent, and was awarded a pension of £3000 a year, but it had already been decided to make him a Baron before this victory. Several Baronetcies and Knighthoods were given, and the thanks of both Houses of Parliament were voted to the fleet. The "Blenheim" lost 12 killed and 49 wounded.

On April 4th, 1797, the "Blenheim" arrived off Cadiz, in the fleet commanded by Admiral Sir John Jervis, which established a blockade of the remnant of the Spanish fleet. On July 3rd Cadiz was bombarded, and the boats of the fleet unsuccessfully attacked. On July 5th Cadiz was again bombarded without much success, and soon afterwards the British fleet withdrew.

On one occasion, when off Cadiz with the Earl of St. Vincent, the "London" joined the flag from home waters, and her ship's company having been deeply involved in the Mutiny at Spithead, was looked upon with great suspicion by the rest of the fleet.

The ship's company of the "Blenheim" wrote, through Captain Campbell, to Rear-Admiral Frederick, whose flag was flying in "Blenheim," that "they had heard that the 'London's' were still refractory; and if so, they hoped that the Admiral would solicit for the 'Blenheim' the honour of going alongside her, and teaching those fellows their duty and obedience." The "Blenheim's" were thanked, but were informed it was "a groundless apprehension."

In 1800 the "Blenheim" was cut down to a 74-gun ship, and then carried a crew of 590 men.

On November 16th, 1803, the "Blenheim," commanded by Captain Thomas Graves, arrived off the port of Marin, Martinique, to attack the peculiarly destructive French privateer "Harmonie."

The "Swift" and "Drake" arrived just in time to participate in the attack. The marines attacked and captured a battery at the mouth of the harbour, took 15 prisoners, spiked nine guns, and exploded the magazine without losing a man. The seamen speedily captured the "Harmonie," and lost 1 killed and 5 wounded. The French lost 16 killed and some others drowned.

On March 4th, 1804, the boats from the "Blenheim," Captain William Ferris, attacked the French schooner "Curieuse" at St. Pierre, Martinique. The schooner was secured to the shore by chains and fitted with boarding nets. The English cut the cables, but were then forced to retreat with a loss of 3 killed and 19 wounded and 3 missing.

On August 6th, 1805, the "Blenheim," commanded by Captain Austin Bissell and flying the flag of Rear-Admiral Sir Thomas Troubridge, was some hundreds of miles to the eastward of Mauritius escorting a convoy of ten sail, when the two French ships, "Marengo" and "Belle Poule," were sighted. The French ships fired on the convoy and exchanged broadsides with the "Blenheim," but were eventually driven off with a loss of 10 wounded. The "Blenheim" had 1 passenger killed, and one of the convoy lost 1 killed.

In March 1807 the "Blenheim," commanded by Captain Austin Bissell and flying the flag of Vice-Admiral Sir Thomas Troubridge, was lost at sea off the Island of Rodriguez with all hands. The ship was old, worn out, and said to have been badly hogged. No one but the gallant Troubridge would have attempted to keep the sea in such a ship.

The loss was deeply felt in the sea service. Sir Thomas Troubridge was a man of sound judgment, unswerving loyalty, and fearless decision, and he belonged to the highest and noblest



Royal United Service Institution.

THE SECOND "BLENHEIM" LEAVING FUNCHAL, ON WAY TO EAST INDIES.



After Sir W. Beechey, R.A.

T. H. Parker, Brothers.

T. Troubridge

THE KING'S SHIPS

BLenheim

type of naval officer. His character as certified by the grim old Earl of St. Vincent, a man not given to undue praise, was as follows : " The ablest adviser and best executive officer in the British Navy, with honour and courage as bright as his sword."



*Royal United Service Institution.**

LOSS OF THE SECOND " BLENHEIM."
(" Harrier " in foreground escapes.)

Humphrey Senhouse, with 300 seamen and marines, landed under Anunghoy and carried the works without difficulty. North Wangtung was then taken and garrisoned, while Anunghoy was reduced and destroyed.

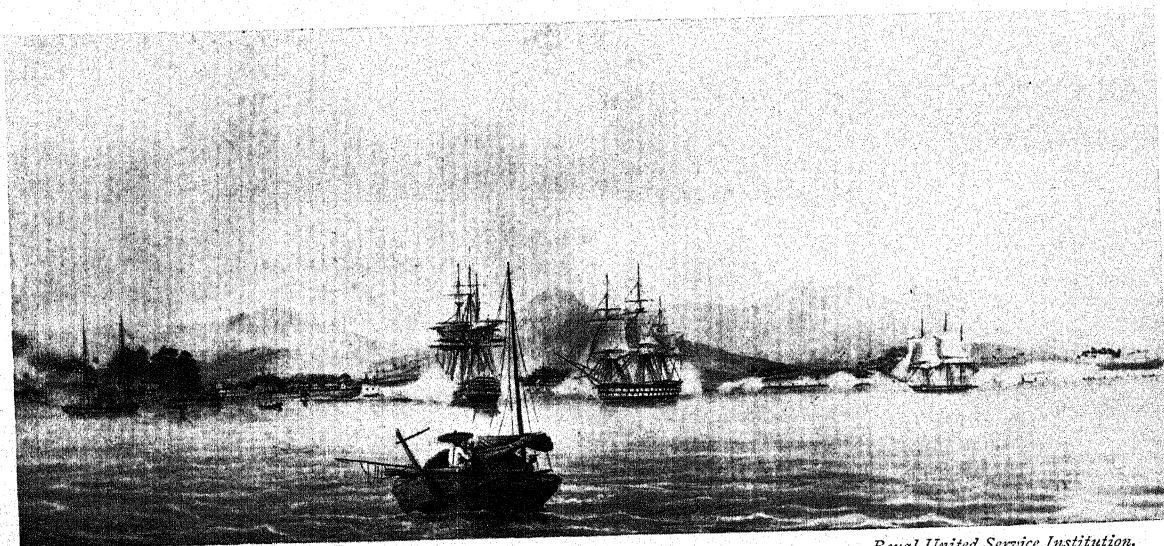
The third " BLENHEIM " was a 74-gun ship, launched at Deptford in 1813. She was of 1770 tons, and carried a crew of 590 men. Her length, beam, and draught were 176 ft., 48 ft., and 18 ft.

In 1840 the " Blenheim," commanded by Captain Sir Humphrey Senhouse, took part in the first China war.

On January 8th, 1841, the " Blenheim " led the fleet to an attack on Bogue forts ; but when the ships got almost within range of Anunghoy they were met by a Chinese emissary requesting a suspension of hostilities. Negotiations were at once begun, and twelve days later they resulted in the payment of a six million dollar indemnity, and an agreement whereby Hongkong was ceded to Great Britain in perpetuity.

Hostilities were soon recommenced, and on February 20th the " Blenheim " pushed up to Anunghoy, and on February 23rd a force at the back of Anunghoy spiked about 80 guns and killed 30 Chinese, without British loss.

On February 26th the " Blenheim " and " Queen " engaged the Anunghoy battery, and after an hour's cannonade Captain Sir



After Lieut. R. B. Crayford, R.N. Engraved by H. A. Papprill.

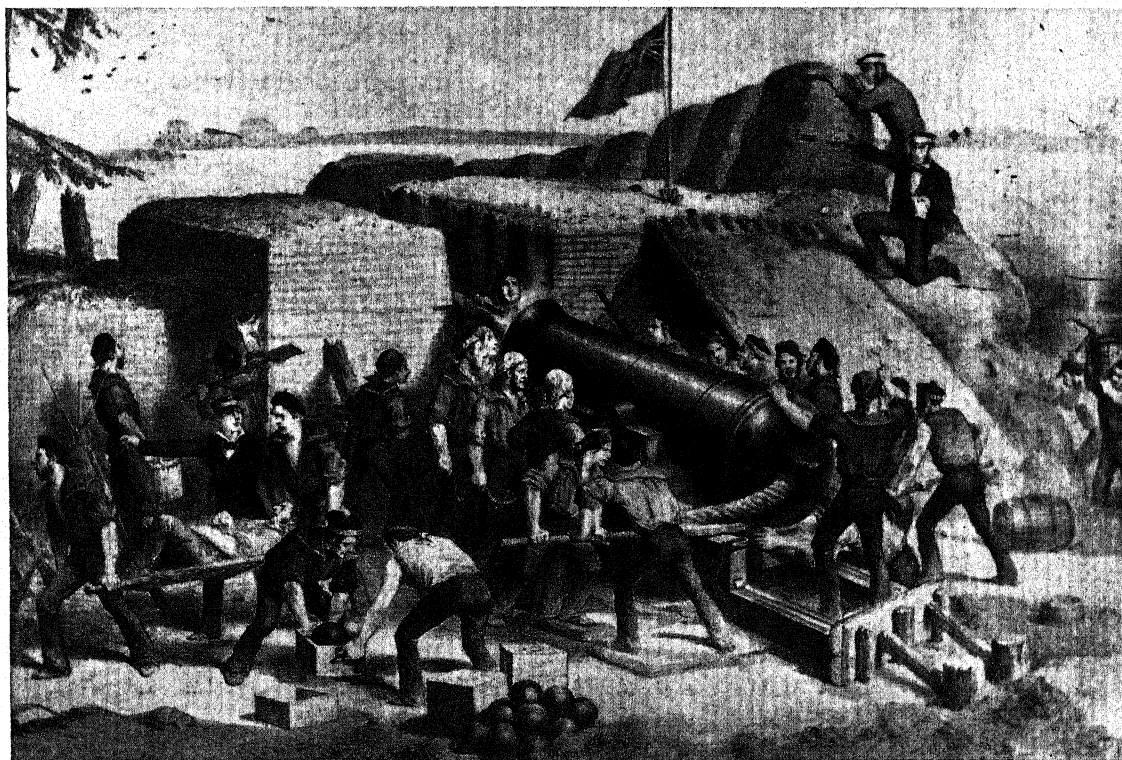
*Royal United Service Institution.**

THE THIRD " BLENHEIM " AT AMOY.

Between March 7th and 18th all the enemy's works on the river banks as far as Canton were destroyed, and many junks were burned and scuttled, with a British loss of only one man wounded.

In May 1841 the "Blenheim" was one of a portion of the fleet which attacked Canton. After a preliminary cannonade the troops were landed, and four forts were carried at the point of the bayonet. A Naval Brigade participated in the assault, and after the storming, suffered somewhat severely from a heavy fire which burst out all along the northern ramparts of Canton. On May 24th the enemy capitulated; terms were made which, owing to the weakness of the British political agent, were of an unsatisfactory nature, and the British ships withdrew.

On June 14th Captain Sir Humphrey Senhouse died, and he was succeeded by Captain Thomas Herbert.



After Commander F. A. Close, R.N.

THE "BLENHEIM'S" GUN AT BOMARSUND.

Mrs. Douglas Close.

On August 20th, 1841, the "Blenheim," commanded by Captain Thomas Herbert, was one of a fleet of 14 men-of-war and transports with 3000 troops which, under Rear-Admiral Sir William Parker, with his flag in "Wellesley," sailed for Amoy. On August 26th, after a bombardment by the fleet and an attack by the troops, Amoy was captured; the batteries were dismantled and 500 guns were destroyed. On October 1st Tinghae was taken and garrisoned, and nine days later Chinhae was captured, and Ningpo was occupied with small British loss.

In 1846 the "Blenheim" was rebuilt at Deptford. She became a 60-gun screw ship of 1822 tons and 450 horse-power.

On March 11th, 1854, the "Blenheim," commanded by Captain the Hon. Frederick Pelham, was one of a steam fleet of 15 vessels under Vice-Admiral Sir Charles Napier, with his flag in "Duke of Wellington," which sailed for the Baltic directly war with Russia was imminent.

Early in August preparations were made for an attack on Bomarsund. On August 6th the fortress was reconnoitred, and two days later a French army, reinforced by 2000 French marines, was landed, while two small ships destroyed an inconvenient 7-gun battery. On the 10th and 11th guns were landed from the "Blenheim" and from other ships, dragged 4½ miles over execrable ground, and took up a position on the flank of the town. In addition

THE KING'S SHIPS

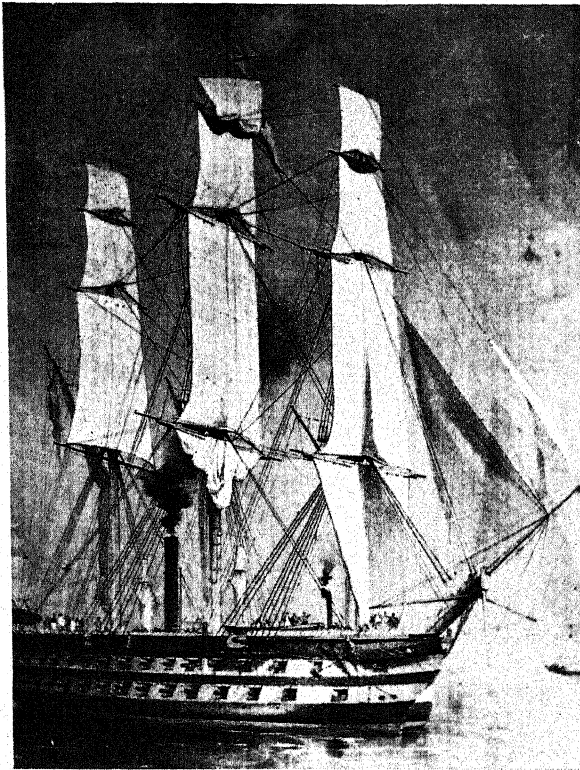
BLenheim

the "Blenheim" landed a 10-inch pivot gun, and mounted it among the ruins of the 7-gun battery that had been destroyed on the 8th; with Captain Pelham was Lieutenant Francis Arden Close and Mate Leveson Wildman. The "Blenheim's" gun, a print of which has been published from a sketch by the said Lieutenant Francis Close, made excellent practice against the main Russian position, and escaped without loss, although it occupied a position of some danger. On the 16th a combined attack by the Anglo-French forces was begun, the fleet assisting with 10-inch guns. No great damage was done to the fortress, but General Bodisco, perceiving that his position was desperate, capitulated after a few hours. Two thousand two hundred and fifty-five prisoners were taken, and Bomarsund was reduced and destroyed, after Sweden had refused to accept it.

The British forces soon afterwards withdrew from the Baltic.

On March 28th, 1855, the "Blenheim," commanded by Captain William H. Hall, sailed from the Downs in a fleet of 88 steam vessels of various kinds commanded by Rear-Admiral the Hon. R. S. Dundas, with his flag in "Duke of Wellington." They made for the Baltic to take part in the war with Russia, and at once established a blockade of the coast of Courland.

On June 16th the "Blenheim," in company with three other ships, reconnoitred the River Narva. On the 17th they had a slight engagement with the Russian batteries there, a brisk engagement with the batteries, dis-



After O. W. Brierly, R.A.

Admiral Sir John Hopkins.

THE THIRD "BLENHEIM."

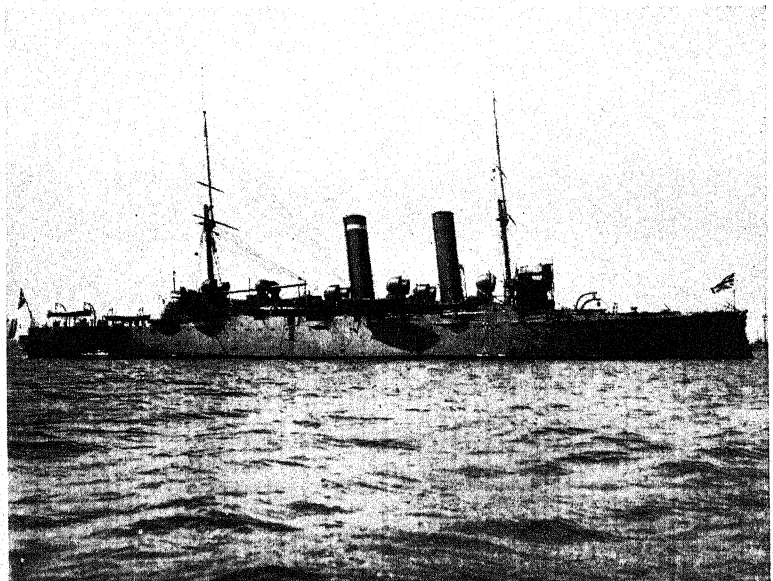
and on the 18th at the same place they had a brisk engagement with the batteries, disabled a gun, and inflicted some loss.

On September 26th and again on October 5th at the mouth of the Gulf of Finland the "Blenheim," with three gunboats, destroyed some Russian telegraph stations at Hangö, and exchanged shots with the Ekenaes forts.

In 1865 the "Blenheim" was broken up.

The fourth "BLENHEIM" is a 12-gun twin-screw cruiser, launched at Blackwall in 1890. She is of 9000 tons, 21,400 horse-power, and 22 knots speed. Her length, beam, and draught are 375 ft., 65 ft., and 26 ft.

In 1896 the "Blenheim," commanded by Captain Edmund S. Poë, brought home to England from the Canary Islands



From the photograph by Ernest Hopkins.

THE FOURTH "BLENHEIM."

the body of the late Colonel His Royal Highness Prince Henry Maurice of Battenberg, K.G., who died while on active service. Captain Poë was appointed to the Fourth Class of the Royal Victorian Order as a special mark of appreciation for this service by Her Majesty Queen Victoria.

For some years the "Blenheim" has acted as seagoing depot ship for torpedo-boat destroyers.

BLONDE

The War of American Independence—

Action in the River Penobscot	1779
The capture of Port Royal, Savannah	1780
The capture of Charleston, South Carolina	1780
The occupation and operations at Wilmington	1781

The Wars of the French Revolution and Empire—

The capture of Martinique	1794
The capture of St. Lucia	1794
The capture and defence of Guadeloupe	1794
Lord Keith's expulsion of the French from Egypt	1801
Assisted to destroy French "Loire" and "Seine"	1809
Assisted to capture French "Orestes"	1810
Succoured the "Frances Mary"	1826

The siege and capture of Morea Castle	1828
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The first China War—

The bombardment of Amoy	1840
The bombardment and capture of Amoy	1841
The capture of Tinghae, Chinhae, and Ningpo	1841
The defence of Chinhae	1842
Operations at Tsekee	1842
The capture of Chapoo	1842
The capture of Woosung	1842
The Yang-tse-Kiang expedition	1842
The capture of Chingkiang	1842
Punitive expedition against Chief M'buruk	1895
A Royal Soldier	1896
The Sierra Leone rebellion	1898

BLONDE.—A French adjective meaning "fair-haired."

The first "BLONDE" was a French 36-gun frigate, captured on February 28th, 1760. She was of 704 tons, and carried a crew of 220 men. Her length, beam, and draught were 133 ft., 35 ft., and 12 ft.

She was captured off the Isle of Man by the "Æolus," Captain John Elliot, and was one of a squadron of three ships under Captain François Thurot, which were all taken by Captain Elliot's three ships. The "Blonde" put up a very poor defence, struck almost as soon as she was engaged, and was purchased into the Royal Navy under her own name.

On August 3rd, 1779, the "Blonde," commanded by Captain Andrew Barkley, sailed from New York in a squadron of seven ships under Commodore Sir George Collier. They arrived at Penobscot on August 13th, and immediately proceeded up the river to attack the American fleet of 41 vessels. The enemy retired at once, and were completely routed, many of their ships being burned, driven on shore, blown up, or captured. The Americans are said to have lost 474 killed and wounded, but the English naval loss was only 4 killed, 9 wounded, and 3 missing.

On December 26th, 1779, the "Blonde," commanded by Captain Andrew Barkley, was one of a fleet of 16 warships and transports with 7550 troops under Vice-Admiral Arbuthnot, with his flag in "Europe," which sailed from New York. They put into Savannah and captured Port Royal, and then proceeded to attack Charleston, South Carolina. Four hundred and fifty seamen and marines with



After R. Wright. Engraved by J. Miller. T. H. Parker, Brothers.

THE FIRST "BLONDE."

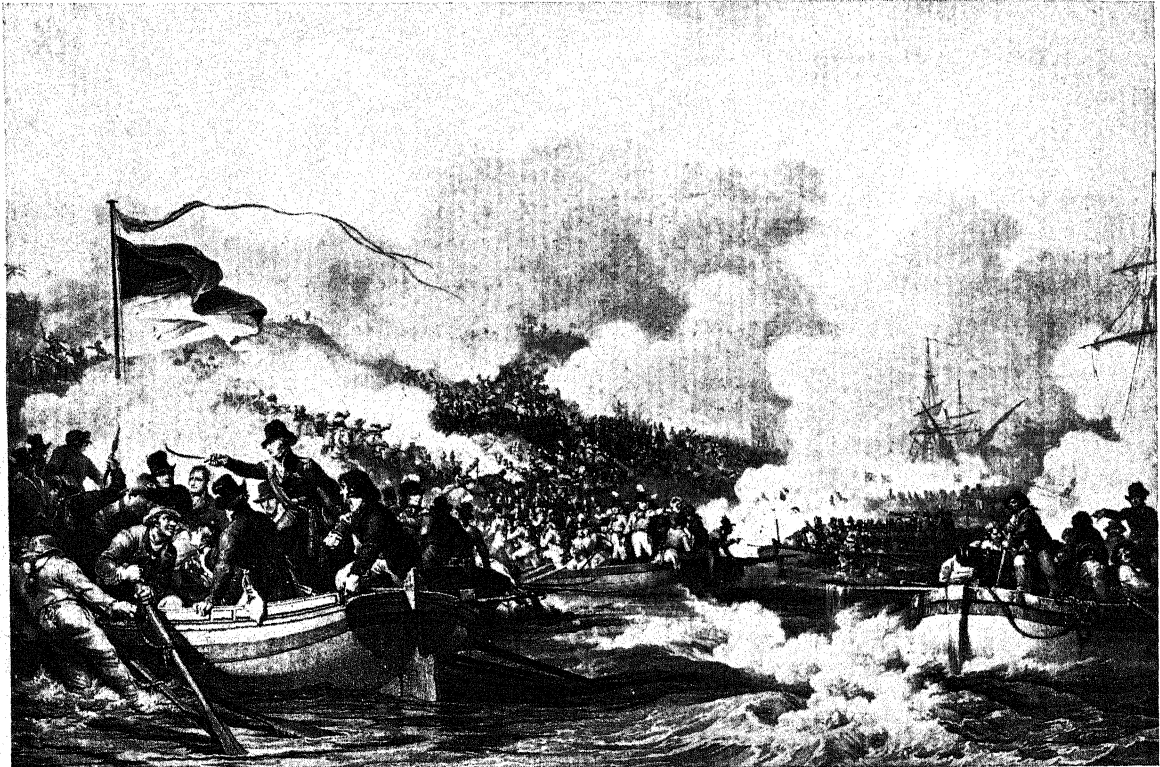
THE KING'S SHIPS

BLONDE

guns were landed from the ships to assist the troops. A number of ships forced a passage past Fort Moultrie, and eventually compelled the surrender of that fort on May 7th. On May 11th Charleston capitulated, and the loss to the Navy during the operations was 23 killed or wounded.

On January 25th, 1781, the "Blonde," commanded by Captain Andrew Barkley, was at the head of a small squadron with 300 soldiers, which proceeded from Charleston to Cape Fear River. The soldiers, together with 80 marines, were disembarked, and on the 28th they occupied Wilmington and captured seven American ships. The objects of the expedition were to open up sea communication with Lord Cornwallis, and to secure a base for his army then moving northward.

On January 21st, 1782, the "Blonde," while commanded by Captain Edward Thornborough, was wrecked and lost on the Nantucket Shoals.



After P. J. de Loutherbourg, R.A. Engraved by L. Schiavonetti.

British Museum.

KEITH'S EXPULSION OF THE FRENCH FROM EGYPT.

The second "BLONDE" was a 32-gun frigate, launched at Burlesdon in 1787. She was of 682 tons, and carried a crew of 200 men. Her length, beam, and draught were 126 ft., 35 ft., and 13 ft.

In 1794 the "Blonde," commanded by Captain John Markham, was one of a fleet of 37 vessels on the West Indian station, commanded by Vice-Admiral Sir John Jervis, with his flag in "Boyne." Accompanied by 6000 troops they arrived off Martinique on February 5th. Though the island was ill-manned it was well armed with 90 guns, and there were two French ships there also. The troops were disembarked at three different points, and by March 16th all the island except two forts was in the possession of the British, who by this time had lost 71 killed and 196 wounded or missing. The seamen landed with guns and mortars, and greatly distinguished themselves. A French 32-gun frigate was captured by the flagship, but was subsequently abandoned. One of the forts was carried by the seamen of the fleet on March 22nd, and the other fort at once surrendered. In these last operations the fleet lost 14 killed and 27 wounded.

The fleet then proceeded to St. Lucia, landed troops on April 1st, and three days later the French surrendered the island.

The fleet then proceeded to attack Guadeloupe. On April 11th troops were landed under cover of the guns of the fleet which silenced the enemy's batteries. On the 12th Grand Terre surrendered, the loss to the Navy being only 13 wounded. On the 20th Basse Terre fell, and the French General surrendered the entire island. The ships then withdrew with most of the troops, a few being left behind as a garrison. A fortnight later a French squadron of nine ships appeared, and landed troops to attack the British garrison, which, owing to the disaffection of the inhabitants, was compelled to retreat, and eventually to withdraw altogether.

The "Blonde" was subsequently fitted as a troopship and armed *en flûte* under Commander John Burn. In 1801 she was one of a combined British and Turkish fleet of 52 ships in all, commanded by Admiral Lord Keith, with his flag in "Foudroyant." Transports carrying 16,150 troops under General Sir Ralph Abercromby accompanied the expedition, which arrived at Aboukir Bay on March 2nd. The troops were landed in face of the French fire, and 1000 British seamen also were put ashore to assist the military. The beach was seized, and the enemy driven back. In the preliminary operations the Naval Brigade lost 22 killed and 70 wounded. The small vessels manœuvred in Lake Aboukir, subsequently proceeding up the Nile and doing valuable service. The subsequent operations compelled the capitulation of the French, who were expelled from Egypt, being conveyed to France at the expense of Great Britain. Five ships in the inner harbour of Alexandria were captured, two of which were bought into the Navy.

In 1804 this vessel was sold or otherwise disposed of.

The third "BLONDE" was a French 28-gun frigate captured off Ushant on November 27th, 1793, by the British 38-gun frigates "Latona" and "Phaeton."

In 1794 the "Blonde" was sold.

The fourth "BLONDE" was a French 16-gun brig captured off Ushant on June 11th, 1796, by the "Indefatigable," Captain Sir Edward Pellew.

The fifth "BLONDE" was a French 38-gun frigate which had been captured in 1782 as the "Hebe." She was of 1063 tons, and carried a crew of 300 men. Her length, beam, and draught were 150 ft., 40 ft., and 13 ft.

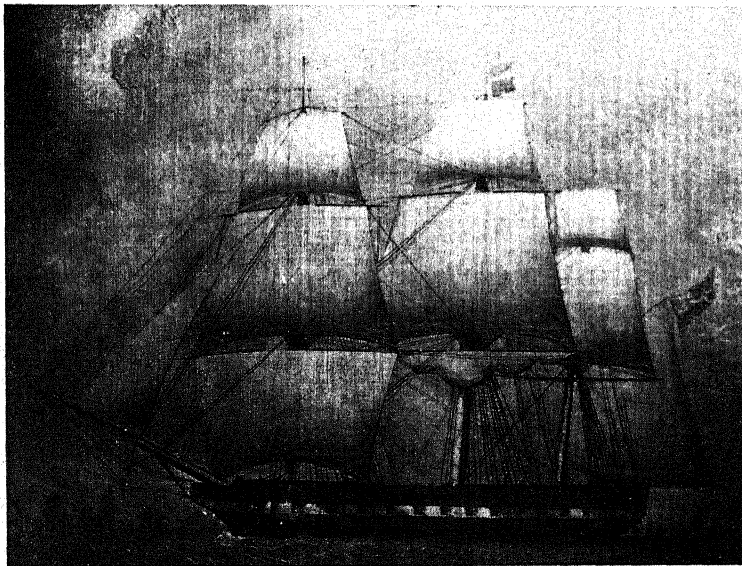
She did not receive the name of "Blonde" until 1804.

On December 17th, 1809, the "Blonde," commanded by Captain V. V. Ballard, assisted to drive the French 40-gun frigates "Loire" and "Seine," then armed *en flûte*, into Anse le Barque, Guadeloupe, where they were compelled to strike, and were subsequently burned.

On January 11th, 1810, Captain Ballard sent the barge of the "Blonde," in company with the "Scorpion," 18, into Basse Terre harbour, where, after a running fight, they captured the French 16-gun brig "Orestes" with a British loss of 4 wounded.

In 1811 the "Blonde" was broken up.

The sixth "BLONDE" was a French 30-gun privateer frigate, which was captured in the North Atlantic on August 17th, 1804, by the "Loire," 38, Captain Frederick L. Maitland, after a long running fight in which the "Loire" had 6 and the "Blonde" 7 men wounded, 2 mortally. The "Blonde"



THE SEVENTH "BLONDE." *Admiral John F. G. Grant.*

THE KING'S SHIPS

BLONDE

had been disguised as an Indiaman, and had been a serious annoyance to British trade.

The seventh "Blonde" was a 46-gun frigate, launched at Deptford in 1819. She was of 1103 tons, and carried a crew of 315 men. Her length, beam, and draught were 155 ft., 41 ft., and 14 ft.

On March 7th, 1826, the "Blonde," while commanded by Captain Lord Byron, came across the melancholy shipwreck of the "Frances Mary," from St. John's. Eleven of the crew had died after thirty-two days' exposure on the wreck, six sufferers were rescued, only one of whom—the captain's wife—survived the terrible privations all had undergone.



Published by E. Fisher.

THE SEVENTH "BLONDE" SUCCOURS "FRANCES MARY."

T. H. Parker, Brothers.

In 1828 the "Blonde," commanded by Captain Edmund Lyons, with the "Talbot" in company, assisted France in her expedition against Turkey. The ships helped considerably in the siege of Morea Castle on the Grecian coast, and Naval Brigades served in the trenches until the capitulation of the place on November 1st, 1828.

From 1839 to 1842 the "Blonde," commanded by Captain Thomas Bouchier, took part in the first China war.

On July 3rd, 1840, the Mandarins at Amoy, besides refusing to receive a message, fired treacherously on an unarmed boat belonging to the "Blonde." Captain Thomas Bouchier at once opened a heavy fire on the town, and did not desist until he had reduced to silence all the works on shore. Then, leaving on the beach a copy of the original message, attached to a bamboo, the "Blonde" sailed and rejoined the squadron.

On August 20th, 1841, the "Blonde," commanded by Captain Thomas Bouchier, was one of a fleet of 14 men-of-war and transports with 3000 troops which, under Rear-Admiral Sir William Parker, with his flag in "Wellesley," sailed for Amoy. On August 26th, after a bombardment by the fleet—the "Blonde" dealing in particular with the Island of Kolangsoo—and an attack by the troops, Amoy was captured; the batteries were dismantled, and 500 guns were destroyed.

THE KING'S SHIPS

On October 1st Tinghae was taken and garrisoned, and nine days later Chinhae was captured and Ningpo occupied with small British loss.

On March 10th, 1842, the "Blonde" was engaged in the defence of Chinhae, which the



After Lieut. R. B. Crauford, R.N. Engraved by H. Pappill.

Royal United Service Institution.

THE SEVENTH "BLONDE" AT AMOY.

Chinese were trying to recapture. At the same time the boats of the "Blonde" destroyed some fire-rafts which had been sent down against the ships.

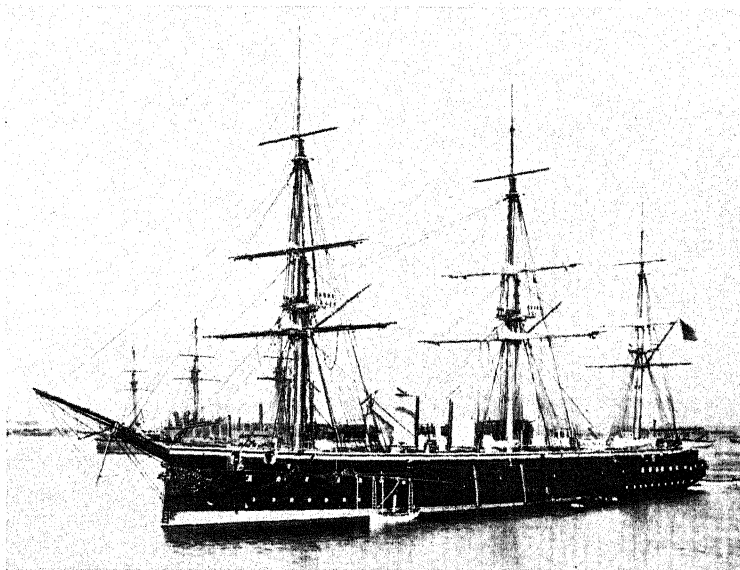
On March 14th, 1842, the "Blonde" contributed to an expeditionary force which proceeded against and defeated a large army of Chinese in the neighbourhood of Tsekee. Some 450 of the enemy fell, but the Naval Brigade, which was commanded by Captain Thomas Bouchier of the "Blonde," had 15 casualties only.

On May 16th, 1842, the "Blonde" arrived off Chapoo in a fleet of 11 ships and contributed to a Naval Brigade of seamen and marines which co-operated with the troops. After a three hours' struggle on the outskirts of the town Chapoo was captured.

On July 13th, 1842, the "Blonde" arrived off Woosung in a fleet of 14 ships under Rear-Admiral Sir William Parker, and three days later the forts were bombarded. After two hours' firing, towards the close of which the Chinese guns were nearly

silent, detachments of seamen and marines were landed, and Woosung was captured with a British loss of only 3 killed and 20 wounded.

In July 1842 the "Blonde," commanded by Captain Thomas Bouchier, took part in the expedition into the Yang-tse-Kiang, which consisted of about 18 men-of-war, 9 East India Company's ships, and 40 transports carrying 9000 troops under Rear-Admiral Sir William Parker. On July 6th the movement was commenced, and on July 20th the Chinese sent some fire-rafts down the river against the fleet. The troops were landed on the following day,



From the photograph by H. J. Symonds.

THE NINTH "BLONDE" (BECAME "SHAH").

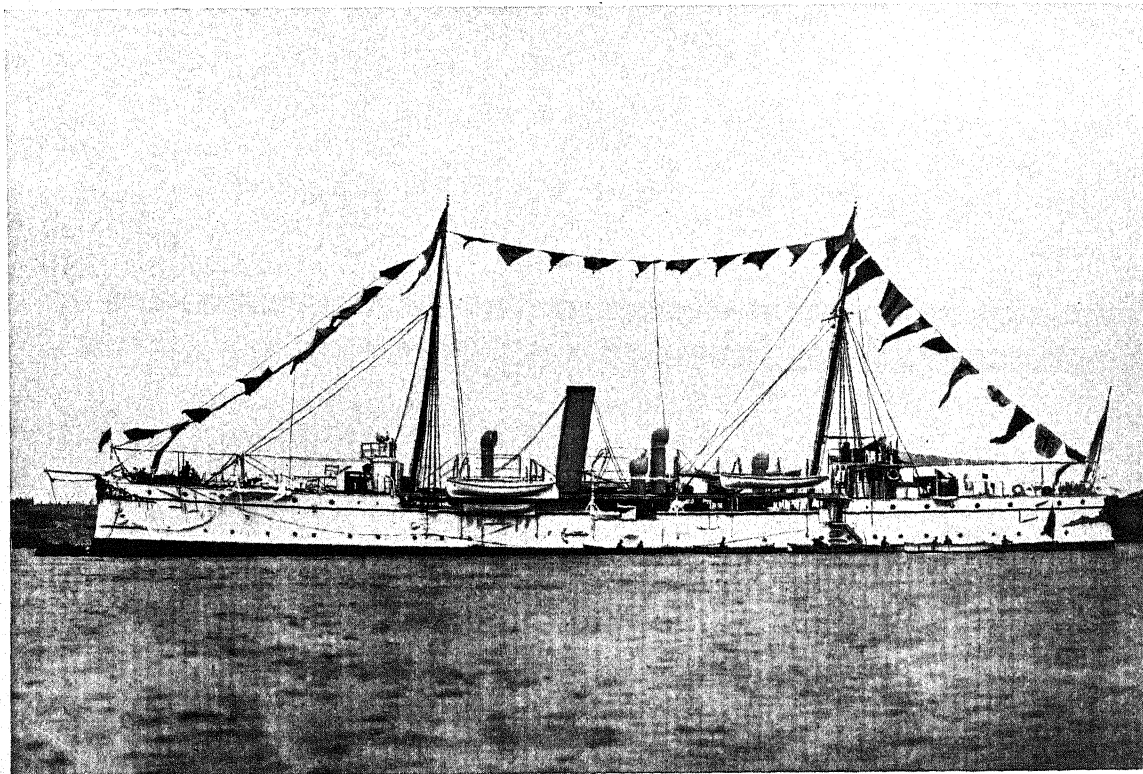
THE KING'S SHIPS

BLONDE

accompanied by a small Naval Brigade, and a few days later the town of Chingkiang was captured. Many of the Tartar defenders deliberately slew their wives and children, and then committed suicide. The general burnt himself with all his papers in his house. By September 15th everything was in readiness for an attack on Nanking, but the Chinese sued for peace. On the 29th the Treaty of Nanking was signed, which ceded Hongkong to Great Britain in perpetuity, promoted regular tariff regulations, and obliged China to pay an indemnity of twenty-one million dollars. Thus ended the first China war.

This vessel acted for many years as a receiving ship in Portsmouth harbour, and in 1870 she was re-christened "Calypso," under which name she continued to act for some years. She was sold in 1895.

The eighth "BLONDE" was a screw frigate of 2479 tons laid down in



THE TENTH "BLONDE."

From the photograph by Ernest Hopkins.

1860. Before the work had proceeded very far the Admiralty ordered it to cease.

The ninth "BLONDE" was a 26-gun iron-screw frigate, launched at Portsmouth in 1873. She was of 6250 tons, 748 horse-power, and 16.5 knots speed. Her length, beam, and draught were 335 ft., 52 ft., and 27 ft. Her name was eventually changed to "Shah" in honour of the Persian monarch who visited England in 1873.

The tenth "BLONDE" was a 6-gun twin-screw cruiser, launched at Pembroke in 1889. She was of 1580 tons, 3000 horse-power, and 16 knots speed. Her length, beam, and draught were 220 ft., 35 ft., and 14 ft.

In August 1895 the "Blonde," commanded by Commander Henry M. Festing, was one of a squadron of five ships under Rear-Admiral H. H. Rawson, with his flag in "St. George," which took part in the punitive expedition against M'buruk bin Rashid, Chief of M'Wele, who had

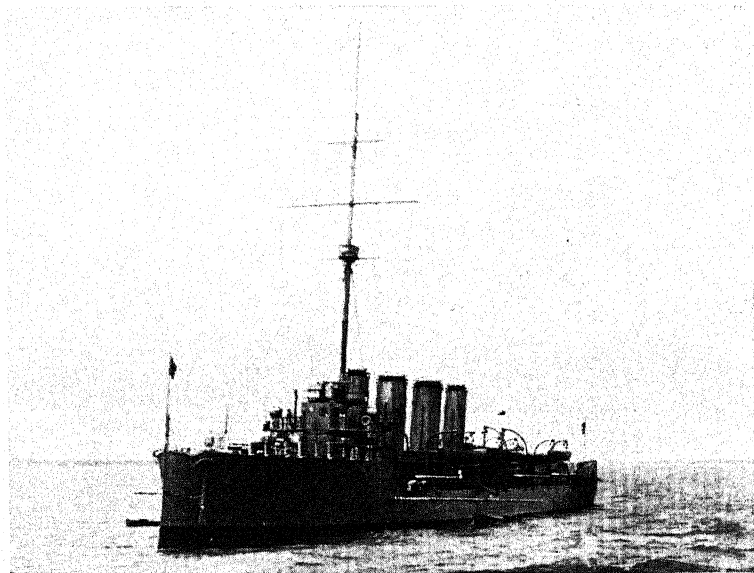
failed to comply with an ultimatum on the subject of obedience. On August 12th a Naval Brigade, 400 strong, started inland from Mombassa, accompanied by about 1000 porters and Soudanese troops, and commanded by the Rear-Admiral in person. After some resistance the British force rushed the native stockades, and though M'buruk escaped, two of his sons were killed. The British lost 3 killed and 11 wounded.

In 1896 the "Blonde," commanded by Commander Peyton Hoskyns, brought from Cape Coast Castle to the Canary Islands the body of Colonel His Royal Highness Prince Henry Maurice of Battenberg, K.G., who had died while on active service. Commander Hoskyns was appointed to the Fourth Class of the Royal Victorian Order as a special mark of appreciation for this service by Her Majesty Queen Victoria.

In 1898 the "Blonde," commanded by Commander Hoskyns, took part in suppressing the Sierra Leone Rebellion. The "Blonde" proceeded to the Sherboro River to keep in check

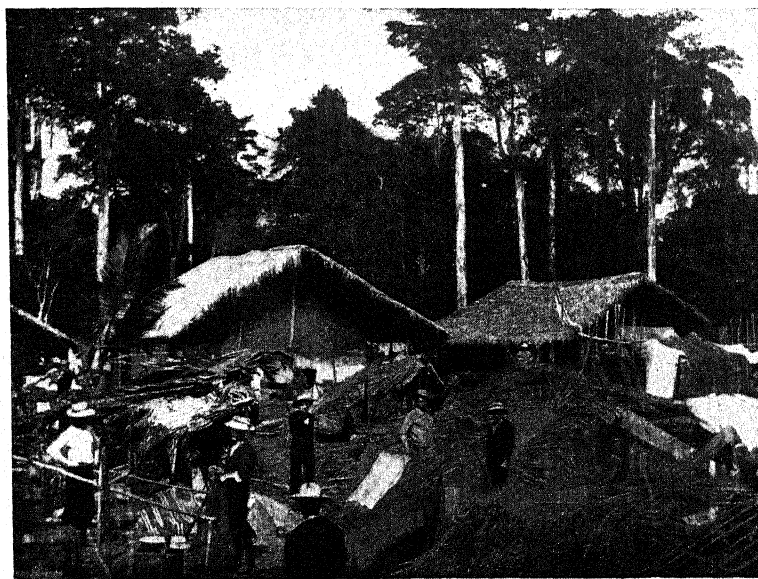
the rebels that were located in the neighbourhood of Bouthe and Imperri. She performed most useful service, and saved the district of Sherboro from being overwhelmed by the Mendi natives. Boat expeditions destroyed Gambia on the Bum Kittam, and on May 4th pushed up the Jong River as far as Bogo, where dreadful massacres had been committed. The rising was finally crushed by the troops, but in the later operations the Navy had little share. Commander Hoskyns was rewarded with the C.M.G. and was promoted to captain for his services. In 1905 the "Blonde" was sold.

The eleventh "BLONDE" is a 10-gun turbine cruiser,



From the photograph by H. J. Symonds.
THE ELEVENTH "BLONDE."

launched at Pembroke in 1910. She is of 3350 tons, 18,000 horse-power, and 27 knots speed. Her length, beam, and draught are 390 ft., 41 ft., and 13 ft.



From a contemporary "Navy and Army Illustrated."

THE CAPTURE OF M'WELE.

BLOODHOUND

The Wars of the French Revolution and Empire—

The blockade of Le Havre	1804
Actions with the French invasion flotilla	1804
The suppression of West African slavery	1851

Action with King Cocioco at Lagos	1851
Punitive expedition in Lagos River	1851
The suppression of West African slavery	1863



BLOODHOUND.—A dog remarkable for the acuteness of its scent, which enables it to track fugitives.

The first "BLOODHOUND" was a 12-gun brig, launched on the Thames in 1801. She was of 186 tons, and carried a crew of 50 men. Her length, beam, and draught were 80 ft., 23 ft., and 8 ft.

In July 1804 the "Bloodhound," commanded by Lieutenant Henry Richardson, was engaged in the blockade of Le Havre, where the French were assembling a large flotilla with a view to the invasion of England.

On July 19th the "Bloodhound," with several other vessels, stood in and opened fire on the invasion flotilla.

In August 1804 the "Bloodhound," commanded by Lieutenant Henry Richardson and in company with the "Archer," got into distant action with some French luggers which were rounding Cape Grisnez very near the shore.

On December 4th, 1811, the "Bloodhound," commanded by Lieutenant Thomas Warrand, was wrecked and lost near Trevose Head.

The second "BLOODHOUND" was a 3-gun paddle vessel, launched at Glasgow in 1845. She was of 378 tons, 150 horse-power, and carried a crew of 60 men. Her length, beam, and draught were 146 ft., 23 ft., and 7 ft.

In 1851 the "Bloodhound," commanded by Lieutenant Russell Patey, was engaged in the suppression of the slave traffic on the West African coast.

In November 1851 the "Bloodhound" escorted 23 manned and armed boats, containing 250 officers and men, up the river at Lagos to enable the British Consul to have an interview with King Cocioco, who was giving trouble. The boats were fired at, but the men were landed and found themselves opposed by 5000 negroes. The attackers suffered severely, fired as many houses as they could, and then re-embarked in good order, having lost 2 killed and 10 wounded. The "Bloodhound" ran ashore during the operations, but was got off without loss.

On December 23rd, 1851, the "Bloodhound," commanded by Lieutenant Russell Patey, arrived off Lagos in a squadron of seven vessels under Commodore Henry William Bruce, with his broad pennant in "Penelope," in order to carry out a punitive expedition against King Cocioco. On the 26th part of the force moved up the river under a brisk fire, but before anything could be accomplished the "Bloodhound" and "Teazer" ran aground. The "Bloodhound" was in a dangerous position under a native battery, and a landing party which landed to spike the guns had to retire with a loss of 1 killed and 10 wounded. The stockade which was annoying the "Teazer" was successfully carried in face of the point blank discharge of 1500 muskets, and the guns were spiked. But during the re-embarkation the enemy, who had got round to the rear, managed to kill and wound several officers and men. At sunset, after great exertions, the "Teazer" was got off, but at a cost of 15 killed and 63 wounded. On the following morning a general attack on the town was begun, the rocket boats, making splendid practice, firing numerous houses and blowing up a magazine. On the following day King Cocioco abandoned the town and fled. King Akitoye was then formally installed as King by the British and 52 guns were destroyed. The "Bloodhound" was refloated after some little difficulty.

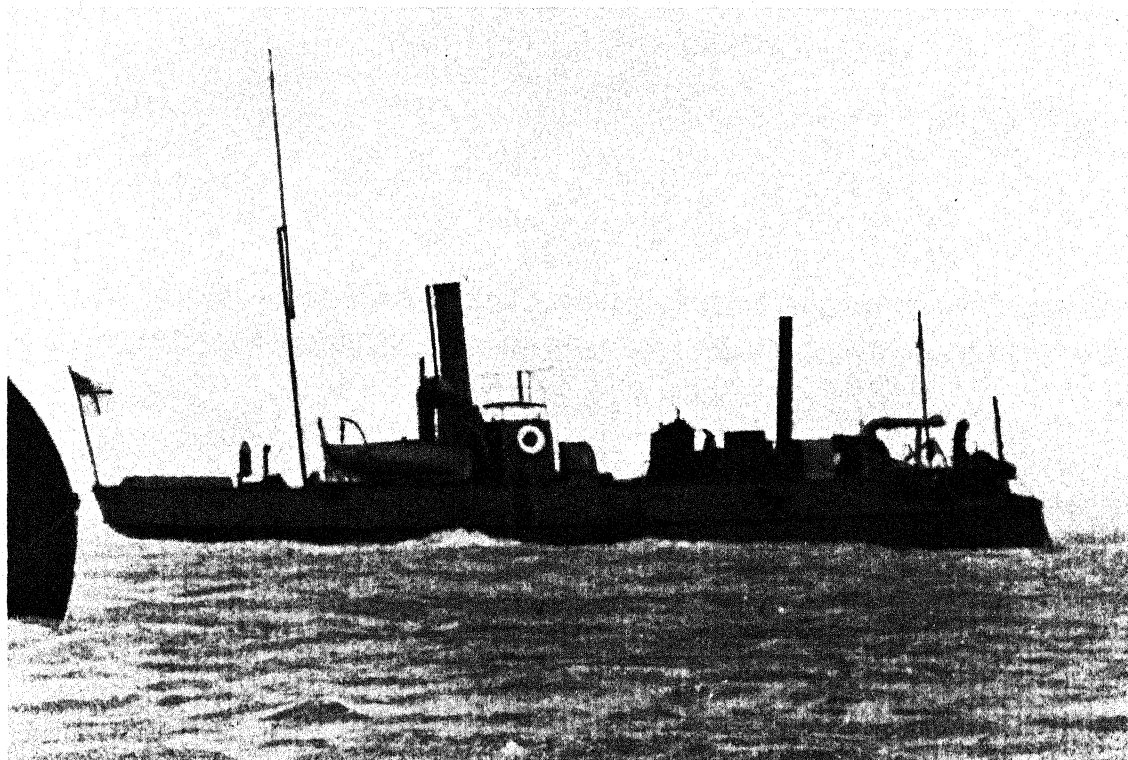
BLOODHOUND

THE KING'S SHIPS

In 1863 the "Bloodhound," commanded by Lieutenant J. E. Stokes, was engaged in the suppression of West African slavery.

In 1865 this vessel was broken up.

The third "BLOODHOUND" is a 1-gun twin-screw gunboat, launched at Newcastle for coast defence in 1871. She is of 254 tons, 214 horse-power, and 8 knots speed. Her length, beam, and draught are 88 ft., 26 ft., and 6 ft.



THE THIRD "BLOODHOUND."

From the photograph by Stephen Cribb.

BOADICEA

The Wars of the French Revolution and Empire—

Observation of Brest	1798
Captured French "L'Invincible Bonaparte"	1798
Attack on Spanish squadron at Isle d'Aix	1799
Captured French "Bombardé"	1801
Assisted to capture Spanish "Neptuno"	1801
Engagement with French "Duguay Trouin" and French "Guerrière"	1803
Captured French "Vatour"	1803
The bombardment and capture of Réunion Island	1809
The capture and occupation of Réunion Island	1810
Assisted to recapture British "Africaine" from French	1810
Captured French "Venus"	1810
The blockade of Port Louis, Mauritius	1810
The capture of Mauritius	1810

The first Burmese War—

Operations at Nepadee Ridge	1825
The bombardment and capture of Melloone	1826
Operations in the Irrawaddy	1825-6

The Zulu War—

The battle of Ginginhlovo	1879
The relief of Ekowe	1879

The first Boer War—

The battle of Laing's Nek	1881
Majuba Hill	1881

The blockade of Zanzibar	1888
The suppression of African slavery	1888 etc.
The punitive expedition to Vitu	1890



BOADICEA.—A British Queen at the time of the Emperor Nero. She was the wife of Prasutagus, King of the Iceni, a people inhabiting the Eastern coast of Britain. On his deathbed 60 A.D., Prasutagus named the Emperor Nero heir to his accumulated treasures, conjointly with his own two daughters, in expectation of securing thereby Nero's protection for his family and people; but he was no sooner dead than the Emperor seized everything. Boadicea's opposition to these unjust proceedings was met by orders that she should be publicly whipped, and her daughters exposed to the brutality of the soldiers. The Britons took up arms, with Boadicea at their head, to shake off the Roman yoke. Colchester was taken, and the Romans were massacred wherever they could be found. The whole province of Britain would have been lost to Rome had Paulinus not hastened from the Island of Mona, and at the head of ten thousand men engaged the Britons, who numbered two hundred and thirty thousand. A great battle resulted in the complete defeat of the Britons. Boadicea, who had displayed extraordinary valour, soon after slew herself by poison.

The first "BOADICEA" was a 38-gun frigate, launched at Buckler's Hard on April 12th, 1797. She was of 1052 tons, and carried a crew of 284 men. Her length, beam, and draught were 148 ft., 40 ft., and 15 ft.

In 1798 the "Boadicea," commanded by Captain Richard Keats, was scouting off Brest, and on September 17th she observed and reported to her Admiral the departure of 10 French ships, under Commodore J. B. Bompard, destined for the invasion of Ireland.

On December 9th, 1798, the "Boadicea," while in the Channel, captured the French 30-gun privateer "L'Invincible Bonaparte."

In 1799 the "Boadicea," commanded by Captain Richard Keats, was in a small fleet of 14 vessels, commanded by Rear-Admiral Charles Pole, with his flag in "Royal George." On July 2nd they attacked some Spanish ships which were moored in line ahead close to Isle d'Aix, protected by a French mortar boat. It was soon found that the French mortars had such a superiority of range that the British could do no damage. The latter therefore stood away, followed for some time by a few of the smaller Spaniards, but no harm was done on either side.

In January 1801 the "Boadicea," commanded by Captain Richard Keats, while cruising off Brest, captured the French gun vessel "Bombardé."

In August 1801 the "Boadicea," commanded by Captain Richard Keats, co-operated with the "Fishguard" and "Diamond." They manned and armed their boats, and pulling into Corunna, captured and brought out the Spanish 20-gun ship "Neptuno."

On August 29th, 1803, the "Boadicea," commanded by Captain John Maitland, while off Cape Ortegal, most courageously chased and engaged the "Duguay Trouin," a French ship of the line, and the "Guerrière," a large French frigate. After a two hours' engagement, in which the "Boadicea" was only slightly damaged, she managed to effect her escape from this vastly superior force.

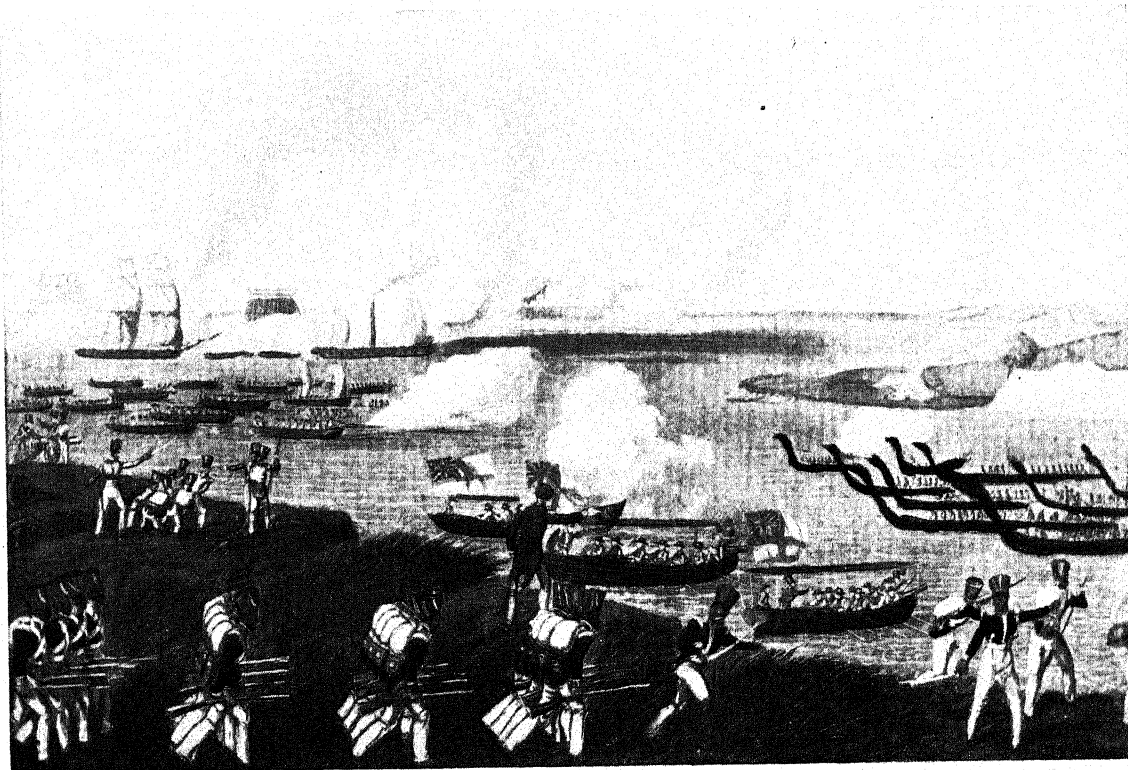
On November 24th, 1803, the "Boadicea," Captain John Maitland, while off Cape Finisterre chased, engaged, and captured the French 12-gun lugger "Vatour," which was on her way home from San Domingo with despatches. The French vessel threw ten of her guns overboard to increase her speed of sailing, but the "Boadicea" crowded on sail and the "Vatour" was added to the British Navy.

In September 1809 the "Boadicea," commanded by Captain John Hatley, lay at Rodriguez

THE KING'S SHIPS

in the East Indies, in a squadron of six ships commanded by Commodore Josias Rowley with his broad pennant in "Raisonné." They embarked some troops and proceeded to attack the French island of Réunion. On September 21st they disembarked their men, and fired on the shipping in the harbour. The seamen then attacked the town of St. Paul, and the squadron bombarded with such good effect that the French surrendered. The Naval loss was 7 killed, 18 wounded, and 1 missing. Government stores to the value of half a million were destroyed, and the British force withdrew.

On July 7th, 1810, the "Boadicea," commanded by Captain Josias Rowley, was one of a squadron escorting about 4000 troops for a further attack on "Réunion." The troops were landed simultaneously at several different points, and a grand attack was begun. At 6 P.M. on the 8th the island capitulated with a loss to the victors of 22 killed and drowned, and 79



After Captain Thornton, R.N.

THE BURMESE WAR.

Rear-Admiral R. P. F. Purefoy, R.N.

wounded. The shipping in the harbour of St. Paul was taken possession of, an English governor installed, and the British forces withdrew.

In August 1810 the "Boadicea," now flying the broad pennant of Commodore Josias Rowley, and having the "Otter" and "Staunton" in company, recaptured from the French the ex-British "Africaine," which had been taken by them on the previous day. The "Boadicea" had witnessed the capture, but had been unable to approach owing to the lightness of the wind.

On September 18th, 1810, the "Boadicea," flying the broad pennant of Commodore Josias Rowley, sailed from Réunion, and attacked the French frigate "Vénus" of 40 guns. After a ten minutes' engagement the French ship hauled down her colours with a loss of 9 killed and 15 wounded. The "Boadicea" had only 2 wounded.

On November 29th, 1810, the "Boadicea," commanded by Captain Josias Rowley, was one of a fleet of 22 vessels which arrived off Mauritius, commanded by Vice-Admiral Albemarle Bertie, with his flag in "Africaine." About 50 transports with 10,000 troops, commanded by Major-General the Hon. John Abercromby, accompanied the expedition. Previous to this the "Boadicea," with two other frigates, had established a close blockade of Port Louis, Mauritius, where eight French men-of-war and several merchantmen were lying.

THE KING'S SHIPS

BOADICEA

A large Naval Brigade accompanied the soldiers who were landed in Grande Baie. The enemy were driven back, and the French general realising that he could make no effective

stand, formally surrendered the entire island on December 3rd. The above-mentioned French men-of-war and merchantmen in Port Louis were included in the surrender.

In 1825 the "Boadicea," commanded by Captain Sir James Brisbane, was at Rangoon during the war with Burmah. The operations were not of such a nature that the ship could take part, but Captain Brisbane took a large landing party up to the army headquarters in their boats. On December 1st the flotilla engaged the Burmese entrenched on Nepadee Ridge, and advancing up the river, captured numerous boats, and on January 3rd, 1826, a treaty of peace was signed.

On January 19th hostilities broke out again. Melloone was bombarded, assaulted, and captured, a large body of Naval men being employed, and on February 24th a peace was finally concluded. The Navy received the thanks of both Houses of Parliament and the C.B. was conferred on several officers, in addition to some minor promotions. The medal for this war was conferred on the survivors twenty-six years afterwards.

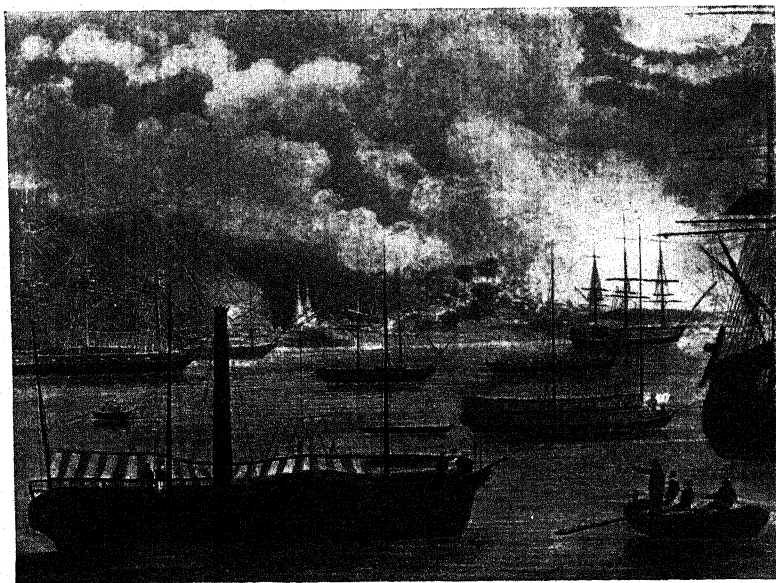
In 1858 the "Boadicea" was broken up, after acting for some years as divisional ship at Chatham.

The second "BOADICEA" was a screw frigate of 3027 tons laid down in 1861. Before the work had proceeded very far the Admiralty ordered it to cease.

The third "BOADICEA" was a 16-gun screw corvette, launched at Portsmouth in 1875.

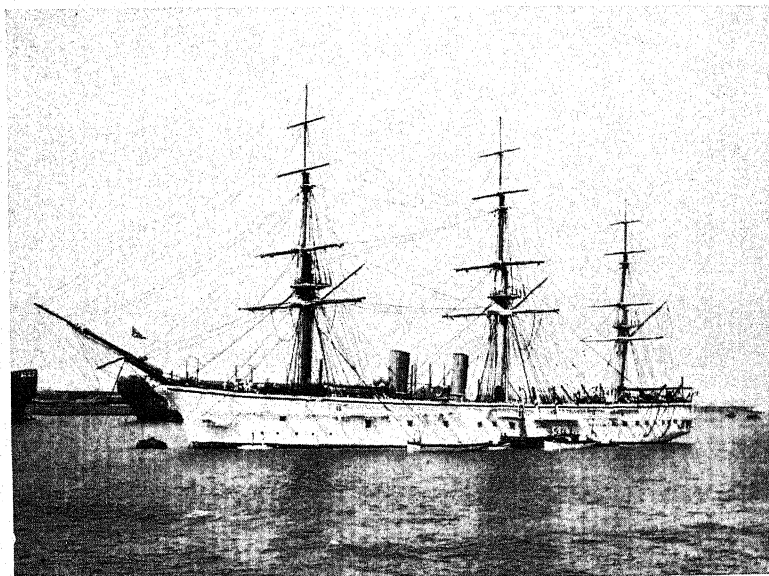
She was of 4140 tons, 5290 horse-power, and 14.9 knots speed. Her length, beam, and draught were 280 ft., 45 ft., and 24 ft.

In 1879 the "Boadicea," flying the broad pennant of Commodore Frederick W. Richards, proceeded to Cape Town to take part in the Zulu war. In March the "Boadicea" supplemented the Naval Brigade already at the front by 16 officers and 378 men under Commander



THE BURMESE WAR.

A. Ackermann.

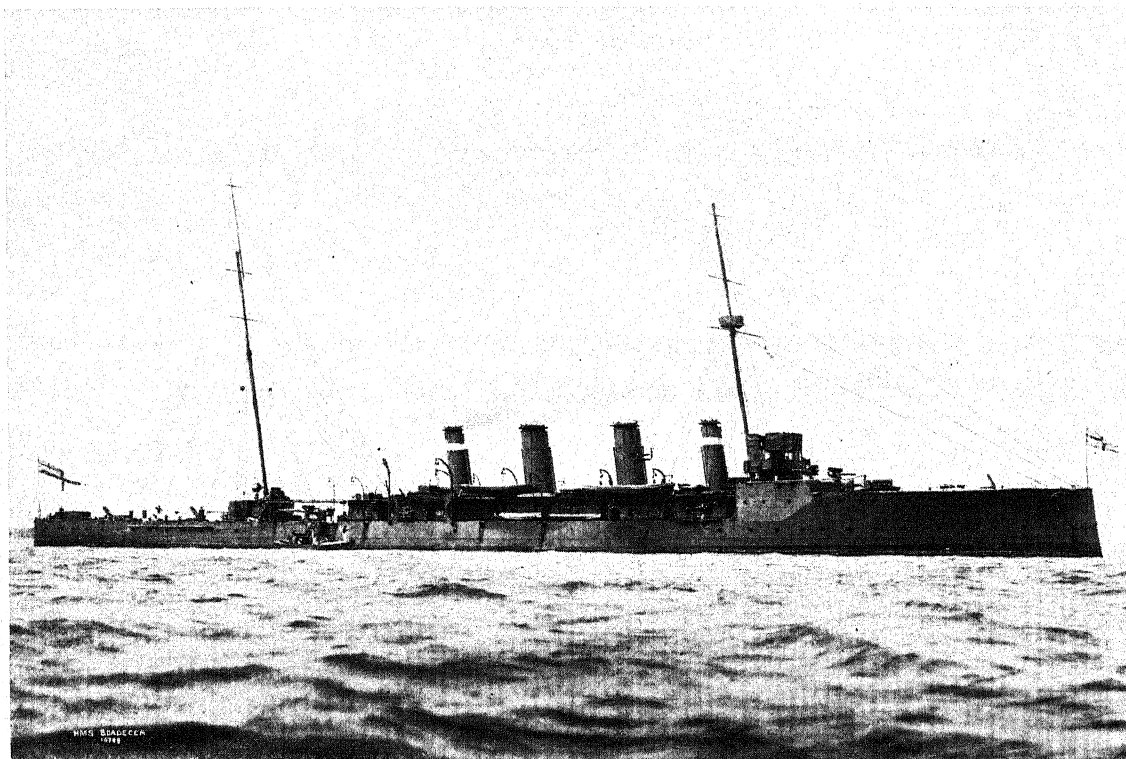


From the photograph by H. J. Symonds.

THE THIRD "BOADICEA."

Francis Romilly. The Naval Brigade fought in the battle of Ginginhlovo, rendering excellent service with its guns, and holding the corners of the British square, and it contributed greatly to the relief of Ekowe. The conduct of the Naval Brigade was eulogised by Sir Garnet Wolseley, and the "Boadiceas" were the last to re-embark on July 31st.

In 1881 the "Boadicea," flying the broad pennant of Commodore Frederick Richards, assisted in the first Boer war by the landing of a Naval Brigade. On January 6th 128 officers and men, two machine guns, and a couple of rocket tubes proceeded to the front under Commander Francis Romilly. The Naval Brigade took part in the battle of Laing's Nek, and the disaster at Majuba on February 27th. In this latter affair the "Boadicea" lost 1 officer and 10 men killed, Commander Romilly and 5 men mortally wounded, and 10 severely wounded. The "Dido's" Naval Brigade lost in addition 3 killed and 3 wounded. Surgeon



THE FOURTH "BOADICEA."

From the photograph by H. J. Symonds.

Mahon displayed magnificent devotion and gallantry, and was specially promoted. A peace was concluded soon afterwards, and the Naval Brigade returned to their ships.

In 1888 the "Boadicea," commanded by Captain the Hon. Assheton Curzon Howe, and flying the flag of Rear-Admiral the Hon. Edmund Fremantle, was at the head of a fleet of seven English vessels and one German ship which took part in the blockade of the Zanzibar Littoral. This was undertaken in the interests of the suppression of slavery, and partly in consequence of the revolt of several of the coast towns against German authority. The blockade was of an uninteresting nature.

On November 6th the "Boadicea's" pinnace, commanded by Lieutenant Walter Clifton Slater, captured a large slave dhow off Pemba, after an exciting chase of six hours. The dhow had 41 slaves on board, and was not brought to until shots had been fired on both sides.

In September 1890 nine German traders were murdered in Vitu, a small state about 230 miles north of Zanzibar. On October 24th the boats of the "Boadicea," Captain the Hon. Assheton Curzon Howe, and those from two other ships, proceeded to Baltia and burnt the village. On October 26th a Naval Brigade of 700 seamen and marines were landed under the personal command of Vice-Admiral the Hon. Edmund Fremantle. Meeting with some brisk resistance *en route*, the expedition captured the town of Vitu on October 27th, Gunner

THE KING'S SHIPS

BONAVENTURE

George Alfred Jennings, of the "Boadicea," blowing up the town gate with gun cotton. The town and the Sultan's house were burned, and the brigade returned to their ships, having lost 12 men wounded and developed several cases of sunstroke. Captain the Hon. Assheton Curzon Howe was made a C.B. for this service.

In 1905 the "Boadicea" was broken up.

The fourth "BOADICEA" is a 6-gun turbine cruiser, launched at Pembroke in 1908. She is of 3300 tons, 18,000 horse-power, and 25 knots speed. Her length, beam, and draught are 385 ft., 41 ft., and 13 ft.

BONAVENTURE

ELIZABETH BONAVENTURE. GEORGE BONAVENTURE. JANE BONAVENTURE. ANNE BONAVENTURE. THOMAS BONAVENTURE. EDWARD BONAVENTURE. BONADVENTURE.

British trading interests in the White Sea	1553-6	The first Dutch War—	
Fenton's voyage of discovery	1582	The battle off Dungeness	1652
The Elizabethan War with Spain—		Appleton's action with Van Galen off Leghorn	1653
"Singeing the King of Spain's beard"	1587	The second Dutch War—	
The first court-martial	1587	The blockade of the Zuyder Zee	1665
The foundation of the East India Company	1587	The battle off Lowestoft	1665
The campaign of the Spanish Armada	1588	The Four Days' Fight	1666
The battle off Plymouth	1588	The St. James's Fight	1666
The battle off Portland	1588	The third Dutch War—	
The battle off the Isle of Wight	1588	The battle of Solebay	1672
Sank the Spanish "Gran Grin"	1588	The first battle of the Schooneveld	1673
The battle off Gravelines	1588	The second battle of the Schooneveld	1673
The pursuit up the East English Coast	1588	The battle of the Texel	1673
Lancaster's voyage to India	1591	Chastisement of Algerine corsairs	1685
The Elizabethan War with Spain—		Boat attack at Marmora	1685
Howard's action with Spanish fleet off the Azores	1591	The second English Civil War—	
The Earl of Cumberland's Sixth Expedition	1593	The relief of Londonderry	1689
The attack on San Juan de la Puerto	1595	The War of the English Succession—	
Action with Spanish fleet off Cuba	1596	The battle off Beachy Head	1690
The capture of Villa Franca	1597	The battles off Cape Barfleur and La Hogue	1692
"Rapid Mobilisation"	1599	Recaptured York Fort, Newfoundland, from the	
"The Phantom Ship"	1618	French	1696
Mansell's Mediterranean expedition	1620	Action with French "Bonaventure"	1696
Wimbleton's expedition to Cadiz	1625	Action with French ships off Iceland	1696
The Ship-Money Fleets	1636-7	The third China War—	
The second English Civil War—		Minor operations	1900
The blockade of Kinsale	1649		
The blockade of Lisbon	1650		
Action with Spanish Brazilian fleet	1650		
Action with Royalist ships off Cartagena	1650		



BONAVENTURE.—Spanish word for "Good Venture" or "Good Luck."

The first "BONAVENTURE" was acquired with the Crown by Henry VII. in 1489, but there is no available record of her services.

The second "BONAVENTURE" was the Edward Bonaventure, and was of 160 tons.

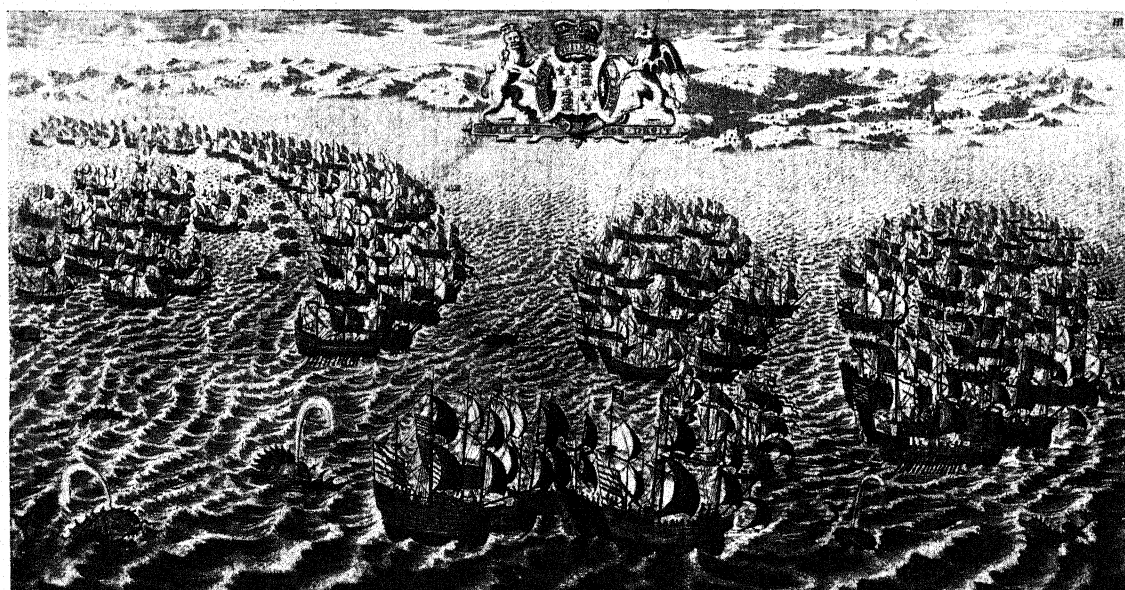
In the service of the Company of Merchant Adventurers she was commanded by Captain Richard Chancellor, an experienced seaman, with Stephen Brough as master, and John Buckland as mate. In 1553 she was in a squadron of three ships which proceeded to the White

Sea under Sir Hugh Willoughby, Captain-General, who flew his flag in "Bona Speranza." The crews were dressed in sky-blue cloth as boats towed them down the Thames, and they saluted the King at the royal palace of Greenwich, the roof and towers of which were crowded with spectators. The flagship and the "Bona Confidentia" were lost off Lapland, and all hands perished, but the "Bonaventure" returned safely in 1554.

In June 1555, under the command of Richard Chancellor, she set forth once more to the White Sea, at the bidding of the same company. John Buckland subsequently assumed command. She visited Arzina, took on board the body of Sir Hugh Willoughby, and the papers and merchandise remaining in his ships, and returned to the Thames in November.

In 1556 she again went to the White Sea, accompanied by the "Searchthrift" and the "Philip and Mary." The "Bonaventure" went to Kholmogori and embarked an ambassador of Russia. In November 1556 she was driven on the rocks at Pitsligo, near Aberdeen, during a heavy gale, and the crew perished.

The third "Bonaventure" was a 300-ton ship lent in 1582 by Queen Elizabeth to the Earl of Leicester's expedition, which he equipped at his own expense.



Engraved by J. Pine from one of the House of Lords' Tapestries.

British Museum.

THE SPANISH ARMADA OFF PLYMOUTH.

Under command of Captain Luke Ward, she took part in 1582 in the voyage of discovery to the Straits of Magellan, the expedition being under the supreme command of Captain Edward Fenton.

The fourth "BONAVENTURE" was bought in 1567 for £2230. Her length, beam, and draught were 80 ft., 35 ft., and 16 ft. She was of 600 tons, and was called the "Elizabeth Bonaventure." Her crew of 250 was made up of 150 mariners, 30 gunners, and 70 soldiers. Heavy guns: 2 cannon, 2 demi-cannon, 11 culverins, 14 demi-culverins, 4 sakers, 2 minions = 35; light guns: 2 portpieces, 4 portpiece chambers, 2 fowlers, 4 fowler chambers = 12—a total of 47 guns.

In 1581 the fourth "Bonaventure" was rebuilt.

In 1587 she became noteworthy as being the first ship on board of which a court-martial was holden. Sir Francis Drake was the President of the Court, and Captain William Borough was tried.

In April 1587 the "Bonaventure" flew the flag of Sir Francis Drake in a squadron composed of the "Golden Lion," "Rainbow," "Dreadnought," and others. They set forth in April "to singe the King of Spain's beard." In May they drove six galleys into Cadiz, captured

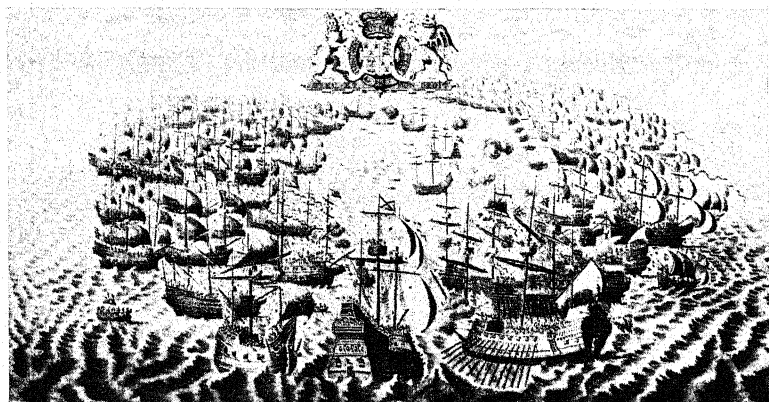
a 1200-ton galleon and a 1000-ton merchantman with 40 brass guns. They sank 100 vessels at Cadiz, and 100 more on the Spanish coast. On a day in June they captured the great carrack "San Felipe" with a rich cargo, homeward bound from the Indies. This particular capture is interesting, because it was by means of the papers found in her cabin, that the enormous profits made in trade with the East Indies were disclosed to the merchants who accompanied Drake. On their return to England these merchants formed the gigantic commercial enterprise known as the East India Company.

During the cruise Captain Borough, of the "Golden Lion," left the squadron because of quarrels with Drake. While still absent he was tried by court-martial as before referred to. The sentence of the court was as follows: "At a general court holden for the service of Her Majesty, Captain Borough and his abettors are sentenced *in contumaciam* to abide the pains of death in case of their being caught. If not, they shall remain as dead men in law."

In 1588 the "Elizabeth Bonaventure" took part in the campaign of the Spanish Armada. The Earl of Cumberland served in her as a volunteer without pay. She was commanded by Captain George Raymond. James Sewell was master, Tristram Searcher was boatswain, and Robert Carey was a volunteer. Her crew of 250 was made up of 150 mariners, 24 gunners, and 76 soldiers; her armament was as above described. On February 1st, 1588, while lying

in the Downs, John Hawkins appealed to Walsynham from on board the "Elizabeth Bonaventure," for bold and decisive action against the Spaniards. He had evidently gone on board for some temporary duty, for his flag flew in "Victory."

In the first action with the Spaniards, fought off Plymouth on July 21st, 1588, the "Bonaventure," under John Hawkins, constrained a great galleon of Portugal to give way. She was believed to be the "Santa Ana." On the 22nd John



Engraved by J. Pine from one of the House of Lords' Tapestries.

British Museum.

BATTLE OFF ISLE OF WIGHT.

Hawkins boarded the captured "Nuestra Senora del Rosario," which had been abandoned by her crew, but he was driven out by the unsavoury stinks and the ugly sights. On this same day the "Elizabeth Bonaventure" took part in the second fight of the campaign off Portland, and John Hawkins took command of the third division of the English fleet by order of the Lord High Admiral.

On July 25th she took part in the third fight of the campaign off the Isle of Wight, and behaved so well that on the 26th John Hawkins was Knighted by the Lord High Admiral on board his flagship the "Ark." On July 29th, off Gravelines, in the fourth fight of the campaign, the "Elizabeth Bonaventure" assailed the great galleon "Gran Grin" so worthily that the Spaniard sank that night. This fight was the decisive action of the campaign, and the Spaniards fled in dire confusion up the east coast of England. The "Bonaventure" ran ashore off Flushing, but was got off in safety, and continued to chase the Spaniards, until she was recalled by the Lord High Admiral, when the chase was abandoned owing to a shortage of victuals and other reasons.

In 1591, commanded by Captain Robert Crosse, the "Elizabeth Bonaventure" formed one of a squadron made up of seven naval vessels and some armed merchantmen under the supreme command of Lord Thomas Howard, who flew his flag in "Defiance." They sailed for the Azores to endeavour to capture the Spanish treasure ships. The "Bonaventure" took part in the fight with the Spanish fleet off the Azores, and managed to get home safely, capturing several prizes on the way. It was on this occasion that the "Revenge" was captured after a most gallant fight against 53 Spanish ships. Being herself engaged in the fight the "Bonaventure" was unable to assist the "Revenge."

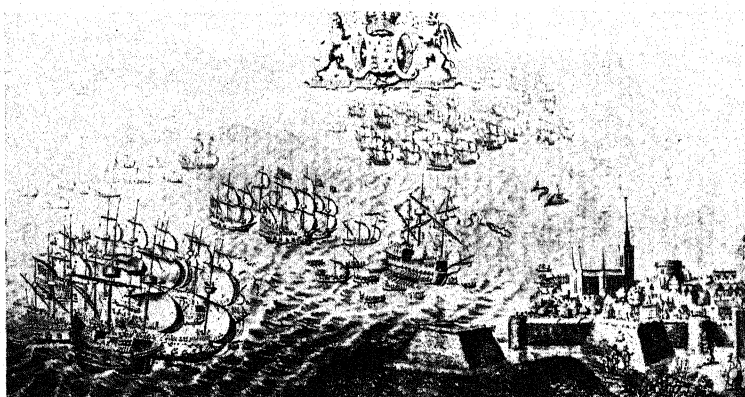
In 1591 the "Bonaventure" underwent a large refit at Woolwich.

In 1593 the Earl of Cumberland went to sea in command of his sixth privateering

expedition, flying his flag in "Golden Lion." The "Bonaventure" accompanied the expedition.

In 1595 the "Bonaventure," commanded by Captain Troughton, proceeded under Sir Francis Drake and Sir John Hawkyns to the West Indies to harass the Spaniards. Sir Francis Drake flew his flag in "Defiance" and Sir John Hawkyns flew his in "Garland." They left Plymouth on August 28th, and attacked San Juan de la Puerto, but were repulsed, and Sir John Hawkyns died. The Spaniards having captured a small ship called the "Francis," had tortured the captain and forced him to disclose plans, so that when the fleet arrived they were quite ready for the English. On January 25th, 1596, Sir Francis Drake died and was buried at sea. The squadron returned home from this fatal expedition under Sir Thomas Baskerville, who commanded the soldiery, and Captain Troughton of the "Bonaventure." On the way home they fought an action off Isla de Pinhos, near Cuba, with 20 sail of Spaniards and drove them off, very badly mauled, after two hours' fighting. They arrived in England in May 1596 full of sorrow at the loss of their leaders.

On July 9th, 1597, the "Bonaventure" sailed from Plymouth under command of Captain Sir William Harvey, who had been knighted at Cadiz in 1596, to surprise the Spaniards in Corunna and Ferrol, and to attack Spanish treasure ships on their return from the Indies. The Earl of Essex commanded the fleet, Lord Thomas Howard was Vice-Admiral, and Sir Walter Raleigh was Rear-Admiral. They captured Villa Franca, and were then scattered by a storm. They took several prizes, but the expedition was a failure. The Earl of Essex and Sir Walter Raleigh quarrelled over the conduct of the expedition, but they united to sign a statement defending themselves from arm-chair critics.



Engraved by J. Pine from one of the House of Lords' Tapestries.

British Museum.

ARMADA IN FULL FLIGHT.

In 1599, commanded by Captain Troughton, the "Bonaventure" was one of the Elizabethan fleet of 19 ships which was rapidly mobilised as a reply to Spanish concentration at Corunna. Subsequent events showing that Spain was mobilised against the Netherlands and not against England, the ships returned peaceably to their ports.

In 1611 the fourth "Bonaventure" was broken up.

The fifth "BONAVENTURE" was the "George Bonaventure" belonging to the Turkish Company. She was of 200 tons, and carried 90 men.

Under the command of Eleazer Hickman, she served for eight weeks during the campaign of the Spanish Armada. She worked under the orders of the Lord High Admiral, and her crew were paid by Queen Elizabeth.

The sixth "BONAVENTURE" was the "Jane Bonaventure" of 100 tons and a crew of 50 men.

Under the command of Thomas Hallwood, she served for eight weeks during the campaign of the Spanish Armada. She worked under the orders of the Lord High Admiral, and her crew were paid by Queen Elizabeth.

The seventh "BONAVENTURE" was the "Anne Bonaventure" of 60 tons and a crew of 50 men.

Under the command of John Conny, she served as a coaster during the campaign of the Spanish Armada. She worked under the orders of Lord Henry Seymour, and was one of 23 ships, some of which were paid by Queen Elizabeth.

THE KING'S SHIPS

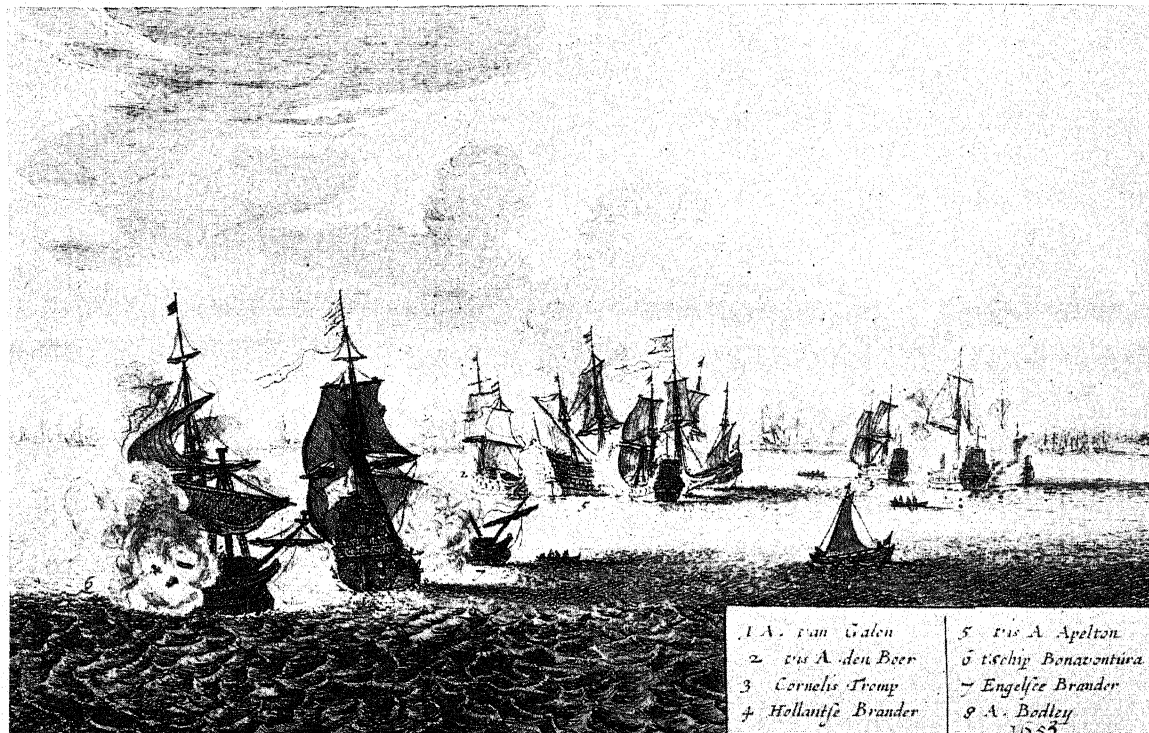
BONAVENTURE

The eighth "BONAVENTURE" was the "Edward Bonaventure" of 300 tons, belonging to the Turkish Company.

In 1585 she sailed in company with four others for the Mediterranean. They appointed Edward Williamson of the "Merchant Royal" as their Admiral, and for five hours fought thirteen Spaniards who had ordered them to surrender, and eventually drove them off. They were only prevented from chasing the Spaniards by the value of their cargo.

In 1588 the "Edward Bonaventure," under the command of Captain James Lancaster, took part in the campaign of the Spanish Armada with a crew of 120 men. She was part of Sir Francis Drake's squadron.

In 1591 she was the flagship of Rear-Admiral James Lancaster, and made the first successful English voyage to India. The crew suffered much from scurvy and other sickness.



From a contemporary Dutch print.

VAN GALEN AND APPLETON.

British Museum.

She lost the master and several men through the treachery of the Comoro islanders, and reached India in the early part of 1592, losing 28 men from sickness, including the new master and a merchant. The crew mutinied and declared they must return to England, which they started to do *via* the Cape, St. Helena, and the West Indies. At Mona Island in the West Indies, while Lancaster was on shore, the carpenter cut the cable, and the "Edward Bonaventure" drifted to sea with only five men and a boy on board. She was not heard of again, and it is probable that she was wrecked on some West Indian isle.

The ninth "BONAVENTURE" was the "Thomas Bonaventure" of London. She was of 140 tons, had a crew of 70 men, and belonged to the Turkish Company.

Under the command of William Aldridge she took part in the campaign of the Spanish Armada, being fitted out and paid for this service by the city of London.

The tenth "BONAVENTURE" was the "Thomas Bonaventure" of Lyme. She was of 60 tons and had a crew of 30 men.

Under the command of John Pentire, she was a volunteer ship which joined the Navy

when the Spanish Armada was on the coast, and her crew were paid by Queen Elizabeth during the time she served.

The eleventh "BONAVENTURE" was a hired armed merchant ship of 260 tons, mounting 23 guns, with a crew of 110 men.

Under command of Captain John Chidley, she left Plymouth on October 22nd, 1620. She was one of a fleet of six men-of-war and twelve armed merchantmen, all acting in the King's service under Admiral Sir Robert Mansell, who flew his flag in "Lion." They proceeded to the Mediterranean to repress piracy on account of news reaching England that the Newfoundland fishing fleet, while homeward bound, had been attacked by thirty Turkish frigates, which had destroyed seven of their number. In May 1621 the "Bonaventure," assisted by the "Hercules," sank a pirate ship off Algiers. But the whole expedition was a failure due to the inertness of the Admiral, and the squadron returned to England in the middle of 1621.

The twelfth "BONAVENTURE" was built in 1621. She was of 675 tons, and mounted 34 guns. Her length, beam, and draught were 98 ft., 33 ft., and 16 ft.

We find some light thrown on the frauds and speculation rife in the early part of the 17th century, by the following extract from the report of a Commission which sat in 1618 to inquire into the state of the Navy.

For building a new ship in place of the "Bonaventure" (the fourth), £5700 had been allowed, but although £1700 had been paid on account of it, no new vessel had been commenced. Furthermore this same ship (the fourth "Bonaventure") had been broken up some seven years past, yet the king had paid £63 yearly for the keeping of her.

This ship was spoken of as being badly built, crank, and slow under sail.

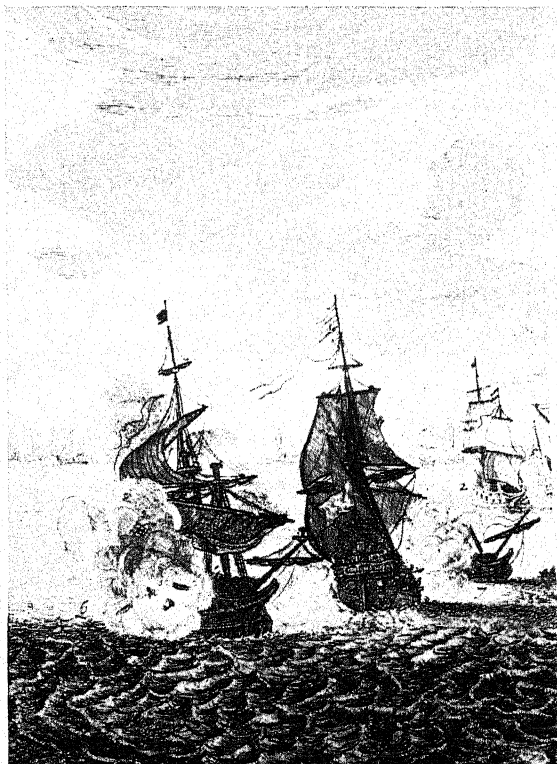
In 1625 the twelfth "Bonaventure" was commanded by Captain Collins, and flew the flag of Sir Henry Palmer in a fleet of 89 ships, which, under the supreme command of Viscount Wimbledon, with his flag in "Anne Royal," proceeded to Cadiz. Owing to Wimbledon's incompetence, nothing was done, except to land at Cadiz troops, who drank themselves into a state of madness.

When it was discovered that the ships had left most of their ammunition at home, the fleet returned to England.

In 1636 the "Bonaventure" was commanded by Captain Henry Stradling, and Mr. Sutton was the lieutenant. She was one of the 27 vessels in the "Ship-Money Fleet" commanded by Admiral the Earl of Northumberland, who flew his flag in "Triumph." They failed to find the French fleet, fired on the Dutch fishing fleet for refusing to accept licences, and eight Dutch men-of-war fled from them off Portland. During the cruise two ships were lost, one through her bottom falling out. Actively this great fleet did nothing, but indirectly they were the cause of the French being kept out of the Channel.

In 1637 this fleet was abroad again, but with barren results.

In 1649 the "Bonaventure," commanded by Captain Hackwell, was in a squadron commanded by "Admiral and General" Robert Blake. They proceeded to blockade into Kingsale Prince Rupert, who was in command of the Royalist ships which had seceded from Parliament. A gale of wind blew Blake to leeward, and Rupert escaped. The "Bonaventure" was then



From a contemporary Dutch print.

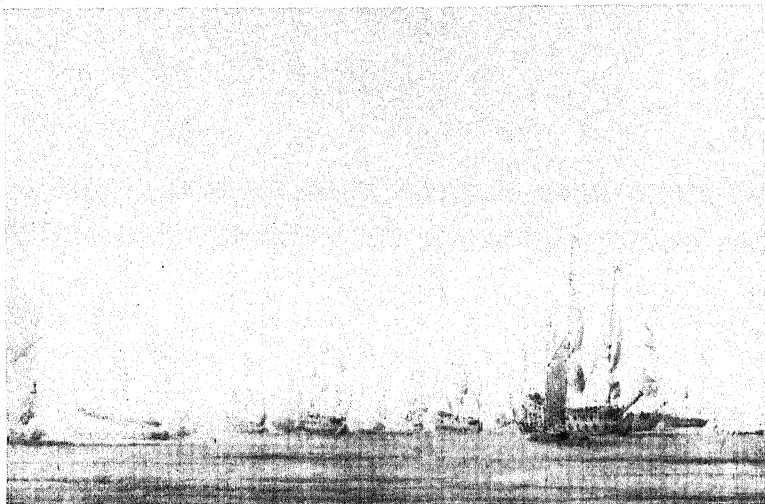
British Museum.

THE THIRTEENTH "BONAVENTURE" BLOWS UP.

despatched to cruise off the Lizard, in case Prince Rupert made the Scillies his headquarters. But she failed to sight the Royalist ships, as the Prince had gone to Lisbon.

In February 1650 "Admiral and General" Robert Blake, with his flag in "George," sailed from Plymouth with a fleet of 16 vessels in search of Prince Rupert. The twelfth "Bonaventure" formed one of this squadron, with a crew of 180 men, mounting 37 guns, under the command of Captain John Harris. They blockaded Lisbon, Prince Rupert being inside with the Royalist ships. In May General Edward Popham joined Blake with some more ships, and the fleet had several brushes with Rupert. On September 14th the Brazil fleet hove in sight and was defeated, seven ships being taken or destroyed. When the "George" proceeded home to England in November, Blake transferred his flag to the "Bonaventure" and sailed to Cadiz for victuals. Prince Rupert escaped into the Mediterranean. The "Bonaventure" took part in the subsequent chase, captured the "Roebuck" off Cape Palos, and drove the remainder of the Royalist ships into Cartagena.

On November 30th, 1652, the "Bonaventure," under the command of Captain Hoxton, was in the fleet, under "Admiral and General" Robert Blake (flag in "Triumph"), which fought with the Dutch the battle off Dungeness. On November 29th Admiral Tromp having



Drawn by W. Van de Velde, Senior.

EVE OF BATTLE OFF LOWESTOFT.

British Museum.

left a convoy of 300 sail in safety on the Flemish coast, appeared off the back of the Goodwins with 73 men-of-war and a few fireships and small craft. Blake had 37 ships and two or three small craft, and at once put to sea. A most desperate fight followed. The "Bonaventure" and the "Garland" made a most gallant attack on the "Brederode," Tromp's flagship. They laid aboard her on both sides and pressed her very hard. The Dutch second in command, Evertsen, then came to the rescue of his chief, and after Captain Hoxton was killed, and the major portion of her crew were killed or wounded, the "Bonaventure"

was captured. Blake in the "Triumph" made an attempt to succour these two ships, but owing to the loss of his foretopmast and mainstay, he was unable to get near them until both the "Garland" and the "Bonaventure" were captured.

Blake was much dejected by his defeat, and applied to be relieved of his command, but the application was refused. The Dutch only lost one ship, which accidentally blew up, but the English had three sunk and two captured.

After a court of enquiry, it was decided to strengthen the fleet by 30 new frigates. The court committed half-a-dozen captains to the Tower, removed several from their command, and decided that no more merchant captains were to be allowed to command their ships during war time, so it cannot be said that the twelfth "Bonaventure" was lost in vain.

In July 1653 the British sank this "Bonaventure" while she was fighting under the Dutch flag.

The thirteenth "BONAVENTURE" was a hired armed merchant vessel.

In 1653 she was at Leghorn, under the orders of Captain Henry Appleton, who as senior officer was in the "Leopard," 50 guns.

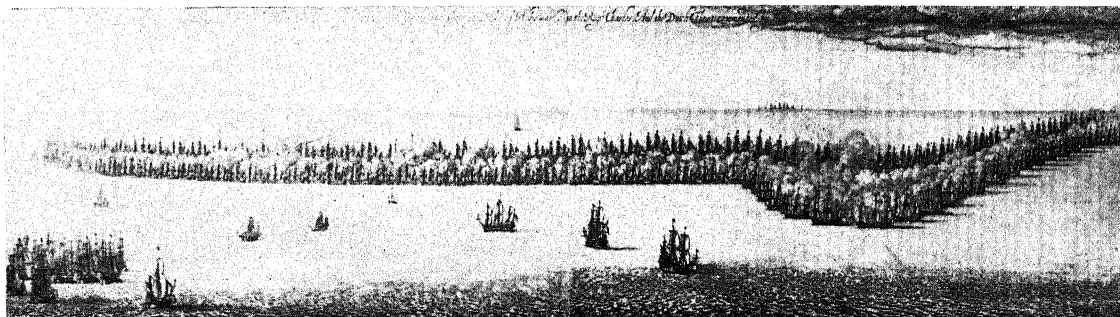
The Grand Duke of Tuscany considered that Captain Appleton had violated the hospitality of a neutral port by recapturing the "Phoenix" from the Dutch, just outside the harbour, and insisted on Captain Appleton's squadron leaving. This they did, and joined forces with Captain Badiley's squadron of six ships from Elba. On March 4th they met a Dutch squadron under Van Galen and were completely defeated. The action began with a great

disaster. The "Bonaventure" received a shot in her magazine and blew up, but it is consoling to reflect that it is said that at the same time a round shot from the "Bonaventure" shattered Van Galen's leg.

The fourteenth "BONAVENTURE" was built during the Commonwealth in 1649. She was called both "President" and "Great President," and saw certain service under that name. She was of 445 tons, and mounted 42 guns. Her length, beam, and draught were 103 ft., 30 ft., and 16 ft.

In 1660, at the conclusion of the Commonwealth, this ship's name was changed to "Bonaventure," presumably in compliment to the twelfth ship of the name, which was captured by the Dutch in 1653 under very creditable circumstances. She is sometimes called the "Bonadventure."

In 1665 the "Bonaventure" was one of a big fleet under the command of the Duke of York, Lord High Admiral. The fleet consisted of 109 men-of-war and frigates, armed merchantmen, and 28 fireships and ketches. These mounted in all 4192 guns and had 21,000 sailors, marines, and soldiers. The fleet sailed on April 21st for the Texel, blockaded the Zuyder Zee, captured a number of merchantmen, and then returned to the Thames. The Dutch at once mobilised 103 men-of-war, seven yachts, eleven fireships, and twelve galliots, making in all 4869 guns and 21,556 officers and men. The two fleets met to fight the battle off Lowestoft,



Etched by W. Hollar.

THE ST. JAMES'S FIGHT.

British Museum.

and the action began at 3 A.M. on June 3rd. The Dutch flagship hotly engaged the English flagship, and was on the point of compelling the "Royal Charles" to give in when the Dutch flagship blew up, and only five men out of 409 were saved. After a fierce fight the Dutch were in full flight at 7 P.M. Fourteen Dutch ships were captured and brought into port, four were abandoned as unseaworthy after capture, and fourteen were destroyed. The Dutch lost 4000 killed, and 2000 were taken prisoners. The Dutch were commanded by the Lord of Obdam, who perished when his flagship blew up. The English lost one ship taken, 250 killed, including 2 flag-officers, 340 wounded, and 200 prisoners taken by the Dutch. After the Dutch were brought to confusion, the Duke of York failed to chase them. His wife had told his servants to do all they could to prevent him doing too much, and his conduct was much criticised.

In 1666 the "Bonaventure" took part in the operations against the Dutch, which culminated in the Four Days' Fight between Dunkirk and the Downs. The Dutch gave the English a good beating. The Dutch lost six or seven vessels burnt or sunk, and 2000 killed or wounded. The English lost much more heavily — 5000 lives and 20 ships; also two flag-officers. The Dutch during this battle were commanded by Admiral M. A. de Ruijter, and the English by George Monck, Duke of Albemarle, Admiral and General-at-Sea.

In 1666 the fourteenth "Bonaventure" was one of the English grand fleet, which was assembled off the mouth of the Thames by July 22nd, under the Duke of Albemarle, Admiral and General-at-Sea.

The English fleet consisted of 81 ships of the line and frigates, 18 fireships, and 4460 guns.

The Dutch fleet consisted of 88 ships of the line and frigates, 20 fireships, 10 yachts and 4704 guns, and was commanded by Admiral M. A. de Ruijter. On July 25th the fleets met, fought all day, and in a desultory way through the night. On July 26th the Dutch fleet was in full flight and soon got safe behind their own shoals, the English anchoring off the Dutch coast. The Dutch lost 20 ships, 4000 killed and 3000 wounded, 4 flag-officers and numerous

THE KING'S SHIPS

BONAVENTURE

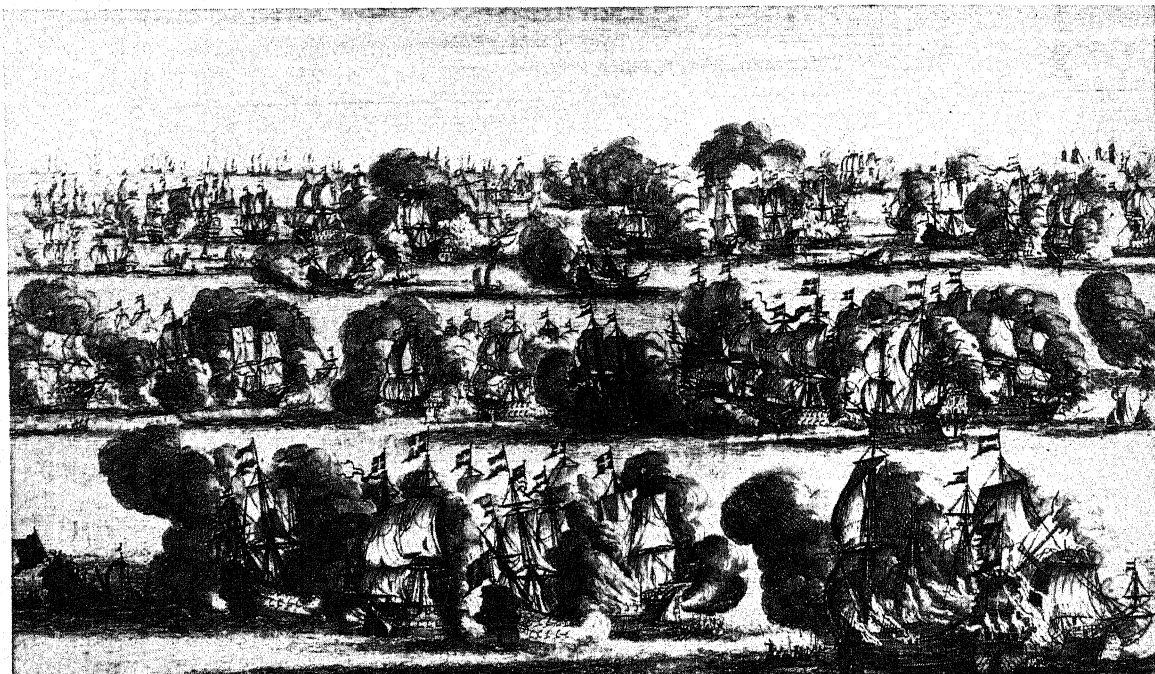
captains killed. The English lost one ship, two or three fireships, and about 300 men. They had no flag-officers killed and only five captains. This victory gave the complete command of the sea to the English, who at once proceeded up the Dutch coast, capturing about 300 merchantmen. Such in brief was the St. James's fight, fought on St. James's Day, or as some call it the second battle of the North Foreland.

In 1672 the "Bonaventure" took part in the Anglo-French fight against the Dutch known as the battle of Solebay.

The Anglo-French fleet consisted of 98 ships of the line and frigates, 30 fireships, 6018 guns, and 34,496 officers and men.

The Dutch fleet consisted of 75 ships of the line and frigates, 36 fireships, 4484 guns and 20,738 officers and men.

His Royal Highness the Duke of York, Lord High Admiral, commanded the allies and



From a contemporary Dutch engraving.

SECOND BATTLE OF SCHOONEVELD.

British Museum.

Admiral M. A. de Ruijter was the Dutch Commander-in-Chief. On May 21st the Dutch fleet was sighted in the Channel, and soon afterwards the allies anchored off Solebay on the Suffolk coast, on a lee shore. The Dutch attacked and the English and French fleets weighed. Owing to some misunderstanding the English stood out to the northward and the French to the south. The Dutch engaged the English, sending a small squadron to attack the French. The action that followed was claimed as a victory by both sides, but the battle of Solebay was really a drawn fight. The losses on both sides were heavy, that on the English side being 2500 killed and wounded. The marines in the fleet behaved themselves stoutly, and 4 out of 12 marine captains were killed.

In 1673 the Anglo-French fleet combined to fight the Dutch. The "Bonaventure" was one of the English fleet. The English and French combined made up 81 ships of the line, 10 frigates, 42 fireships, despatch-vessels, and other craft.

The Dutch fleet consisted of 52 ships of the line, 12 frigates, 25 fireships, and other small craft, and was under the orders of Admiral de Ruijter. Prince Rupert was the English Commander-in-Chief. On May 25th the Dutch fleet was sighted at anchor in the Schooneveld. They were brought to action on May 28th, the Dutch driving back the advanced ships and opening fire at noon. A fireship was sent alongside the Dutch flagship, and the Admiral was compelled to shift his flag. A bloody action followed, but it was indecisive. No ships were captured on either side, but the French had two ships sunk, besides five or six

fireships. In both fleets the loss of life was heavy. The Dutch fleet returned to their anchorage, the allies waiting outside. On June 3rd the Dutch ships came out, and the second battle of the Schooneveld was fought. By 5 P.M. all the squadrons were hotly engaged until the night, when the Dutch withdrew, although the allies had somewhat the worst of the encounter. Neither side lost any ships, and both sides had about 200 killed and 300 wounded.

The English returned to England, refitted and refreshed. They put to sea again on July 17th, and threatened the Dutch coast. On August 11th the fleets again met, and the action continued very hotly all day off the Texel. In the evening the Dutch withdrew, having disabled the allies sufficiently to free their ports from blockade. Neither side lost any ship of importance, though a few fireships were expended. But the number of officers and men killed was considerable, and the result was not creditable to the allies.

In 1683 the fourteenth "Bonaventure" was extensively rebuilt at Harwich. She now became of 561 tons, mounting 48 guns, with a complement of 230 men. Her length, beam, and draught were little changed, and were 102 ft., 32 ft., and 16 ft.

In 1685, under the command of Captain Harry Priestman, the "Bonaventure" went to the Mediterranean and acted against the Algerine corsairs. On one occasion the captain was sick on shore, and the command devolved on Lieutenant Stafford Fairborne, who in later years became an Admiral. On June 12th she acted in conjunction with the "Greyhound" and "Lark." They sent their boats during the night into Marmora, and under the fire of the Castle, gallantly burnt two Sallee pirates, one mounting 36 and the other 26 guns, besides small pieces. The English loss was one mortally and six slightly wounded.

In 1689 the "Bonaventure," in company with the "Swallow" and "Dartmouth," convoyed troops for the relief of Londonderry, which was besieged by the Jacobites. At this time she was commanded by Captain Thomas Hopsonn, the man

who subsequently most gallantly charged and broke the boom at Vigo in 1702—an action which resulted in the complete destruction of the Franco-Spanish fleet.

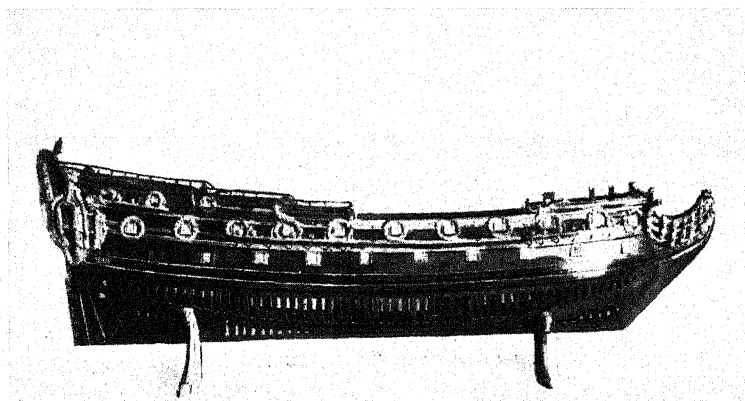
In 1690 the "Bonaventure," under the command of Captain John Hubbard, was one of the combined Anglo-Dutch fleet under Admiral Lord Torrington (flag in "Royal Sovereign"), which met the French fleet under Tourville at the battle off Beachy Head. The allies had 12 ships and 500 guns less than the French fleet. The battle was fought on June 30th. The allies were badly beaten, having eight or nine ships destroyed. The French lost no ships. The loss of life on both sides was considerable. The Dutch lost 2 flag-officers and the English about 3 captains. Lord Torrington, the English Commander-in-Chief, was tried by court-martial, and, though acquitted, he was superseded and not employed again.

In 1692 the "Bonaventure," under the command of Captain John Hubbard, was in the Centre or Red Squadron of the combined Anglo-Dutch fleet under Admiral of the Fleet Edward Russell (flag in "Britannia"), which again met the French off Cape Barfleur. The French were still under Tourville, the victor at Beachy Head.

The English and Dutch fleets had 99 ships of the line, 38 frigates and fireships, and 6756 guns.

The French fleet had 44 ships of the line, 13 frigates and fireships, and 3240 guns.

The fleets met off Cape Barfleur on May 19th. The action began at 10 A.M. and was brought to a conclusion during the evening by a thick fog. On May 20th and 21st the French were defeated, pursued, and scattered, and on the 22nd and 23rd twelve of their men-of-war were burned in the Bay of La Hogue. The French made a most gallant defence, but were completely defeated at the end of the six days' operations. Some 20 French sail escaped by



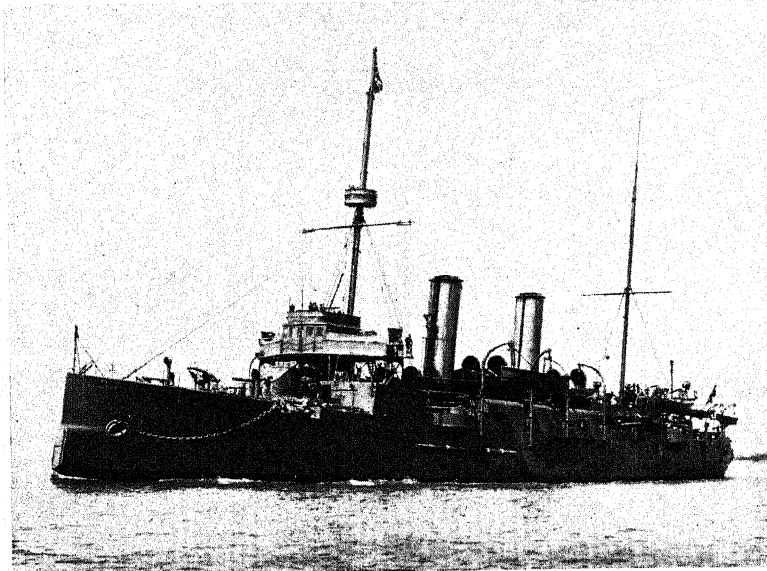
From the photograph by R. C. Anderson, Esq., of the model in the possession of Fredk. Morrice, Esq.

MODEL OF THE FOURTEENTH "BONAVENTURE" AFTER REBUILDING IN 1683.

running through the dangerous Race of Alderney, and four even went all the way round Scotland in order to reach a French port in safety.

In 1696 the "Bonaventure," was operating off Newfoundland under Captain William Allin, and with the "Seaford" recovered York Fort and other settlements from the French.

On her way home a quaint coincidence occurred. In the mouth of the Channel she met her French namesake, the "Bonaventure," formerly the British "Mary Rose," mounting 50 guns, that had been captured in 1691. They at once engaged, and a desperate action was fought. Captain Allin, who fought with great gallantry, was killed. The French ship made off, and the "Bonaventure" had received so much damage aloft that she had to relinquish the engagement instead of pursuing.



From the photograph by Ernest Hopkins.

THE EIGHTEENTH "BONAVENTURE."

The fifteenth "BONAVENTURE" was the hired armed merchant ship "Bonadventure" of 50 guns.

In 1696, under the command of Captain James Davidson, she was stationed off Iceland for the protection of the whale fishery there, and captured four armed French vessels, which had gone thither to combine the profits of privateering with those of fishing.

The sixteenth "BONAVENTURE" was a 50-gun ship built at Woolwich in 1699. She was of 784 tons, and her length,

beam, and draught were 134 ft., 36 ft., and 15 ft. She does not seem to have seen any service of importance, and her name was changed to "Argyle" in 1716.

The seventeenth "BONAVENTURE" was a French 10-gun privateer captured from the French in August 1705 by Admiral Sir George Byng when cruising in the Channel against the celebrated French cruiser Admiral, Du Guay Trouin.

The eighteenth "BONAVENTURE" is a 10-gun twin-screw cruiser, launched at Devonport in 1892. She is of 4360 tons, 9000 horse-power, and 19 knots speed. Her length, beam, and draught are 320 ft., 50 ft., and 21 ft.

In 1900 the "Bonaventure," commanded by Captain Robert A. Montgomerie, played a minor part in the third China war or "Boxer Rising."

She was subsequently converted into a sea-going submarine depot.

BONETTA

BONITA

The Wars of Jenkins's Ear, and of the Austrian Succession—

Vernon's expedition to Santiago de Cuba . . . 1741
 The annexation of Roatan Island . . . 1742

The Seven Years' War—

The attack on Martinique . . . 1759
 The capture of Guadeloupe . . . 1759
 The capture of Havana . . . 1762

The American War of Independence—

Operations in the Chesapeake River . . . 1781
 Assisted to capture French "Aigle" . . . 1782

The Wars of the French Revolution and Empire—

Destroyed Spanish "N.S. del Carmen" . . . 1800
 The suppression of West African slavery . . . 1838-48



BONETTA.—A fish of the mackerel family more generally called Bonito. It is well known to sailors as an inhabitant of the tropical parts of the Atlantic and Indian Oceans, and as the fish most frequently seen pursuing flying fish. It is a very beautiful fish, seldom exceeding 30 in. in length, of a steel-blue colour, darker on the back, and whitish below.

The first "BONETTA" was a 4-gun sloop of 66 tons, launched at Deptford in 1699. She carried a crew of 35 men, and her length, beam, and draught were 58 ft., 16 ft., and 6 ft.

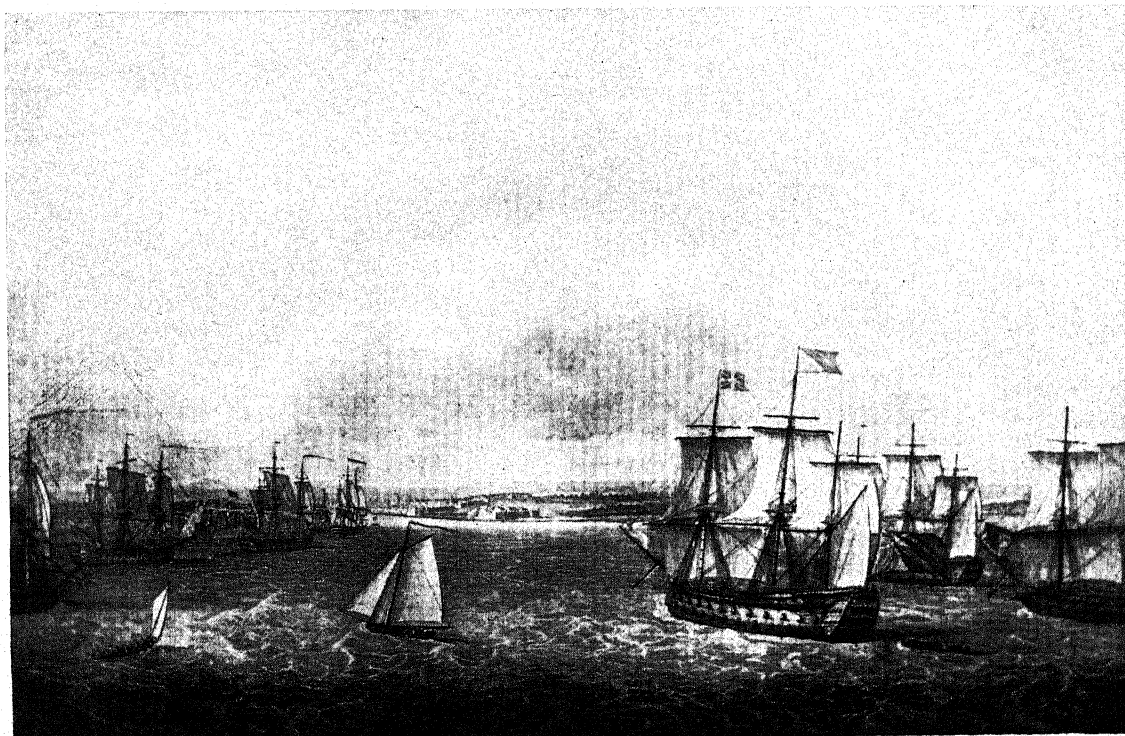
In 1703 her commanding officer, Captain Thomas Smith, was dismissed the English service, and fined six months' pay for malpractices.

In 1712 the "Bonetta" was sold for £57.

The second "BONETTA" was a 3-gun sloop launched at Deptford in 1721. She was of 66 tons, and her length, beam, and draught were 55 ft., 17 ft., and 7 ft.

In 1731 she was sold for £138.

The third "BONETTA" was a 20-gun sloop launched at Woolwich in 1732. She



After D. Serres, R.A. Engraved by P. C. Canot.

Royal United Service Institution.

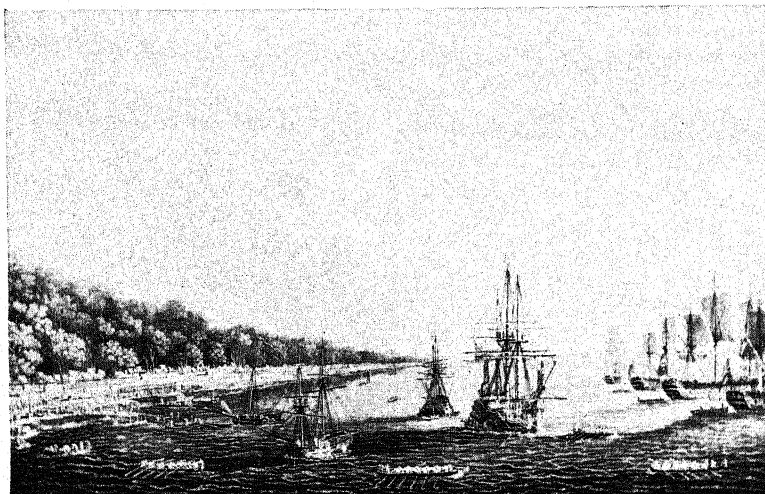
THE HAVANA EXPEDITION.

THE KING'S SHIPS

BONETTA

was of 201 tons, and carried a crew of 80 men. Her length, beam, and draught were 81 ft., 24 ft., and 10 ft.

In 1741 the "Bonetta" was one of a fleet of 12 ships which proceeded to attack Santiago de Cuba, under Vice-Admiral Edward Vernon, with his flag in "Boyne."



After D. Serres, R.A. Engraved by P. C. Canot. Royal United Service Institution.
THE HAVANA EXPEDITION.

They took with them 40 transports carrying 3400 troops. The fleet anchored in Walthenham (now called Cumberland) Bay on July 18th. Some of the fleet blockaded 12 Spanish ships into Havana, others blockaded Santiago, and six were stationed across Cumberland Bay to protect the transports. The troops were landed, but after three months' inactivity on the part of General Wentworth, the enterprise was abandoned, and the fleet returned to Jamaica on November 28th. The Ministry at home mildly censured both the Admiral and the General, but seeing it was impossible for them to work together without

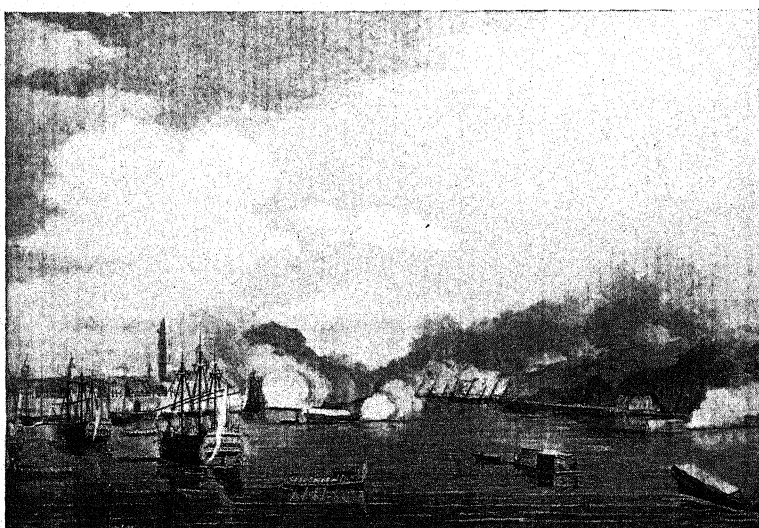
quarrelling, competent authorities consider it would have been wiser to recall either one or the other, or both.

In 1742 the "Bonetta," commanded by Commander William Lea, escorted a convoy with 2000 troops, and co-operated in the annexation of Roatan Island, in the Bay of Honduras.

On October 20th, 1744, the "Bonetta," Commander William Lea, was driven ashore and lost in a hurricane at Jamaica.

The fourth "BONETTA" was a 14-gun sloop of 227 tons, launched at Rotherhithe in 1756. She carried a crew of 100 men, and her length, beam, and draught were 86 ft., 24 ft., and 12 ft.

In 1759 the "Bonetta," commanded by Captain Richard King, was one of a fleet of 11 ships of the line, 10 frigates, and four bombs, under the orders of Commodore John Moore, with his broad pennant in "Cambridge," who acted as Commander-in-Chief of the British force on the Leeward Islands Station. On January 15th they arrived in Fort Royal Bay to attack Martinique. A bombardment was then carried out, and the troops were landed. The enemy proved to be in great force, and the troops withdrew. St. Pierre, the capital, was then bombarded by one ship, and the attempt on Martinique, which had proved a complete fiasco,

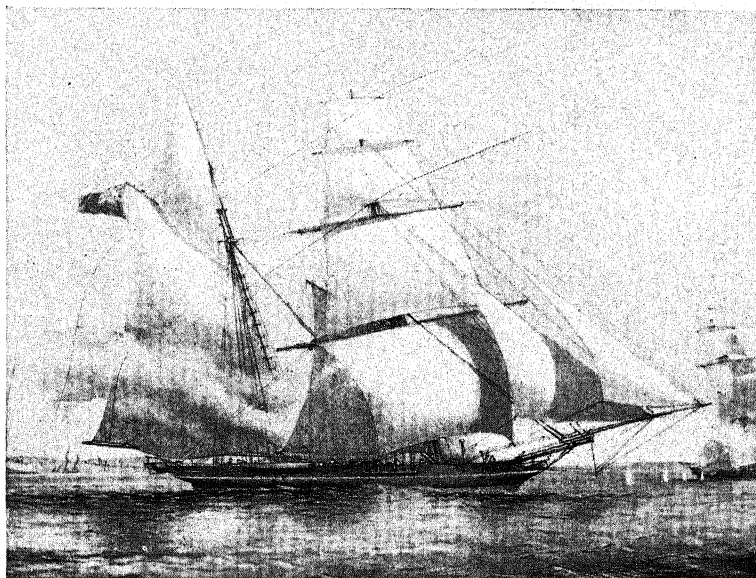


After D. Serres, R.A. Engraved by P. C. Canot. Royal United Service Institution.
CAPTURE OF HAVANA.

was abandoned. The fleet then proceeded to attack Guadeloupe. On January 23rd the forts, citadels, and batteries of Basse Terre were cannonaded, and by 5 P.M. they were silenced. On the following day the town was wantonly destroyed by the fire of four bomb-ships, and the troops were landed. Basse Terre and Fort Royal were occupied, and the French retired to the mountains, where they made a most courageous stand for three months before they finally surrendered.

In May 1762 the "Bonetta," commanded by Commander Lancelot Holmes, was in an English fleet, proceeding to Havana against the Spaniards, which consisted of 53 ships, besides storeships, hospital ships, and transports with 15,000 troops. Admiral Sir George Pocock (flag in "Namur") and George, Earl of Albemarle, were the Naval and Military Commanders-in-Chief. On May 27th the fleet, consisting of 200 sail in all, stood away for the Old Strait of Bahama, which was safely navigated by marking the dangerous shoals with boats. During the passage two Spanish ships were captured. On June 6th the fleet arrived off Havana, and while a feint was made elsewhere, the troops were landed under cover of the guns of the fleet. On July 1st the "Bonetta" and two other ships bombarded Moro, but they were so severely damaged that they had to be recalled. But although the Spaniards made a most gallant defence, Havana fell, and the British took complete possession on August 14th, 1762. Specie and stores to the value of three million pounds were captured; 13 Spanish men-of-war were destroyed, three were sunk, and two on the stocks were burned. The British lost 1790 killed and wounded. The division of the prize-money caused some heart-burning; it worked out as follows: Admiral £123,000, captain £1600, petty officer £17, seaman or marine £4.

In 1776 this sloop was sold for £280.



Captain The Earl of Glasgow, R.N.

THE EIGHTH "BONETTA."

The fifth "BONETTA" was a 14-gun sloop of 307 tons, launched on the river Thames in 1779. She carried a crew of 120 men, and her length, beam, and draught were 97 ft., 27 ft., and 13 ft.

In March 1781 the "Bonetta," commanded by Commander Ralph Dundas, took part in the war with the American colonies, and assisted to convoy troops from New York to the Chesapeake and James River.

In May 1781 the "Bonetta," commanded by Commander Ralph Dundas, was captured by the French in the Chesapeake.

On January 3rd, 1782, the "Bonetta" was recaptured from the French on the American coast by the "Amphion," Captain John Bazley.

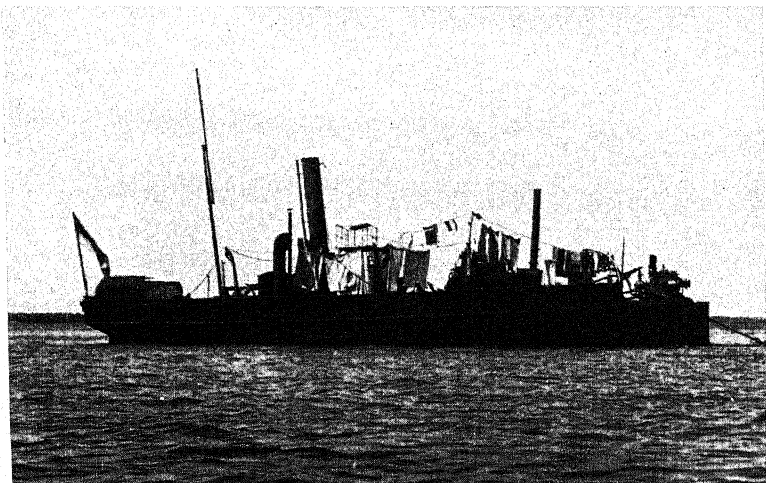
On September 12th, 1782, the "Bonetta" was one of an English squadron of four ships commanded by Captain the Hon. George Elphinstone, in "Warwick." They chased the two French frigates "Aigle" and "Gloire" up the river Delaware. On the 14th, after a desperate dispute, the "Aigle" ran ashore in shallow water. The "Bonetta" and "Vestal" placed themselves on her quarter and attacked with vigour. The "Aigle" not being able to make any reply, struck her colours, but not before Captain La Touche Tréville had cut away his masts, and bored a hole in his bottom. The "Bonetta" and "Vestal," however, got the "Aigle" off and repaired her. The other French ship managed to effect her escape.

In 1797 the "Bonetta" was broken up.

THE KING'S SHIPS

BONETTA

The sixth "BONETTA" was an 18-gun sloop captured from the French in 1798. She was of 348 tons, and carried a crew of 121 men. Her length, beam, and draught were 103 ft., 27 ft., and 12 ft.



From the photograph by Stephen Cribb.

THE TENTH "BONETTA."

In June 1800 the "Bonetta," commanded by Commander Henry Vansittart, destroyed the Spanish 2-gun felucca, "Nuestra Senora del Carmen," in the West Indies.

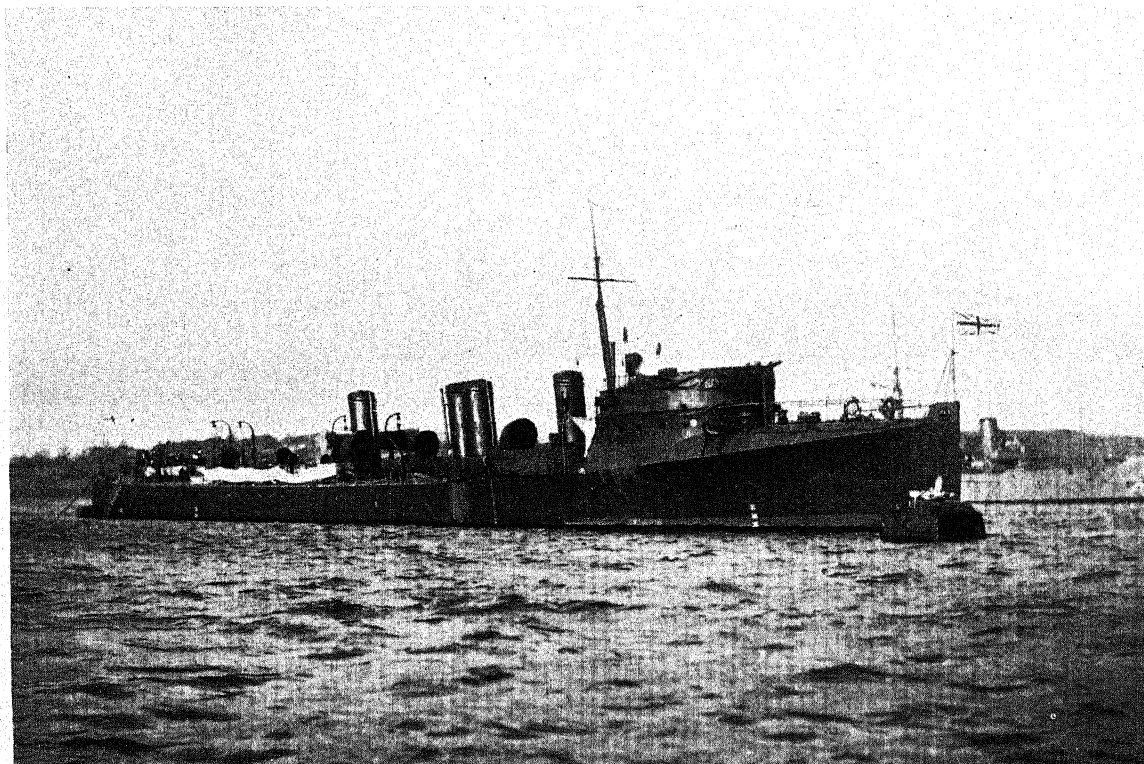
On October 25th, 1801, the "Bonetta," while commanded by Captain Thomas New, was wrecked and lost on the Jardines, Cuba, but the crew were saved.

The seventh "BONETTA" was a 14-gun ship sloop of 208 tons purchased into the Navy in 1803. She carried a

crew of 80 men, and her length, beam, and draught were 86 ft., 24 ft., and 10 ft.

She was sold in 1810.

The eighth "BONETTA" was a 3-gun brigantine, launched at Sheerness in 1836. She was of 319 tons, and carried a crew of 60 men. Her length, beam, and draught were 91 ft., 29 ft., and 11 ft.



From the photograph by Abrahams & Sons.

THE ELEVENTH "BONETTA."

THE KING'S SHIPS

Between March 1838 and May 1840 the "Bonetta," commanded by Lieutenant John Luke Stoll, was engaged in the suppression of the slave trade on the West African coast. In the twenty-six months mentioned, she captured nine slavers, three of which, of superior force, were captured 50 miles up the Congo, and one of which, after a smart resistance, was cut out of the river Pongos.

In 1848 the "Bonetta," commanded by Lieutenant Frederick Forbes, did some specially good service on the west coast of Africa, capturing the "Phoco-foo," the "Tragas Millas," the "Andorimha," the "Alert," the "Louiza," and other slavers within a short period.

In 1861 the "Bonetta" was broken up.

The ninth "BONETTA" (Bonita) was a small coastguard sailing cutter.

In 1887 this vessel was sold.

The tenth "BONETTA" was a 1-gun twin-screw gunboat, launched at Greenwich in 1871. She was of 254 tons, 253 horse-power, and 8 knots speed. Her length, beam, and draught were 85 ft., 26 ft., and 6 ft.

In 1909 the "Bonetta" was sold.

The eleventh "BONETTA" is a turbine torpedo-boat destroyer purchased in 1909 from Messrs. Palmer of Jarrow, who had built her on the chance of her being required. She is of 440 tons, 8000 horse-power, and 30 knots speed. Her length, beam, and draught are 221 ft., 21 ft., and 8 ft.

BOXER

The Wars of the French Revolution and Empire—

Popham's expedition to Ostend 1798
Assisted to capture French "Désirée" 1800

The War with America—

Action with American "Enterprise" 1813
"Enemies by law, but by gallantry brothers" 1813
Operations in Connecticut River 1814

The Russian War—

Operations in Sea of Azof 1855
The capture of Kinburn 1855
Operations at Vodina, Glofira, and Gheisk 1855
Punitive expedition in river Niger 1877
British interests in West Africa 1879



BOXER.—One who fights with his fists. A pugilist.

The first "Boxer" was a 12-gun brig, launched on the Thames in 1797. She was of 161 tons, and carried a crew of 50 men. Her length, beam, and draught were 75 ft., 22 ft., and 6 ft.

In 1798 the "Boxer," commanded by Lieutenant Thomas Gilbert, was in a fleet of 25 vessels commanded by Captain Home Riggs Popham, in the "Expedition." They were destined for the destruction of the lock-gates and sluices of the Bruges Canal at Ostend. This was to prevent troops being passed through, which were intended for the invasion of England. A body of troops, commanded by General Sir Eyre Coote, accompanied the ships, and were safely landed at Ostend on May 19th in most unfavourable weather. The ships then engaged the batteries, which replied with such vigour that very soon some of the ships had to haul off. The lock-gates and sluices are said to have been destroyed by the troops, but the weather being too bad to re-embark, the troops were overpowered and forced to capitulate with a loss of 65 killed and wounded.

On July 7th, 1800, the "Boxer," commanded by Lieutenant Thomas Gilbert, was in a squadron of 1 sloop, 2 gun-brigs, 4 fireships, and the boats from 2 frigates, under Commander

THE KING'S SHIPS

BOXER

Patrick Campbell, of the "Dart." They ran into Dunkirk Roads to capture or destroy four French frigates lying at anchor during the night. The "Désirée" was boarded and captured, the French gunboats were bombarded, and the British withdrew with their prize and with a loss of only 6 killed and wounded. In 1809 the "Boxer" was sold.

The second "BOXER" was a 12-gun brig launched at Redbridge in 1812. She was of 182 tons, and carried a crew of 66 men. Her length, beam, and draught were 84 ft., 22 ft., and 9 ft.

In 1813 the "Boxer," commanded by Commander Samuel Blyth, was engaged in the war with America.

On September 5th, 1813, the "Boxer" while lying at anchor at Portland, Maine, was observed by the American 16-gun brig "Enterprise," manned with a crew of 120 men. The "Boxer" at once stood out to the attack, but the meeting was delayed for some hours by calms. At 3.15 P.M. the action began, the "Boxer" having nailed up her colours. Both commanding officers fell at the beginning of the action. After quarter of an hour's yard-arm to yard-arm fighting the "Enterprise" managed to rake the "Boxer" several times, and half an hour after the fight began the "Boxer" surrendered, being entirely unmanageable and defenceless. Both sides fought with equal bravery, and the English lost 21 and the Americans 12 killed and wounded. At a naval dinner given at New York soon afterwards one of the toasts drunk was "The crew of the 'Boxer,' enemies by law, but by gallantry brothers." The two commanders were buried together at Portland with all the honours of war. The following lines were written over the grave of Commander Samuel Blyth:

By glory fir'd thus spake his latest breath,
 "Ah! give me victory, or give me death."
 Heard was his prayer,—Its fatal purport sped!
 Fate waved the gloomy cypress o'er his head.
 His ensign's floating yet, in martial pride;
 Far from his native Isle and widow'd bride—
 A glorious death the gallant seaman died!
 By gen'rous foes the last sad rites were paid:
 In foreign earth the warrior's corpse was laid;
 The sculptur'd stone his pensive shipmates rear,
 And silent shed the sympathetic tear,
 Whilst near his grave, in victory's arms laid low,
 Is seen the spot where rests his happier foe.

The fight took place close to the shore, and among those who listened to the guns was Longfellow, who many years afterwards commemorated the battle in eloquent verse. He was only six years old at the time of the action. The verse referred to is from Longfellow's "My Lost Youth," and is as follows:—

I remember the sea-fight far away,
 How it thundered o'er the tide!
 And the dead captains, as they lay
 In their graves, o'erlooking the tranquil bay,
 Where they in battle died.
 And the sound of that mournful song
 Goes through me with a thrill:
 "A boy's will is the wind's will,
 And the thoughts of youth are long, long thoughts."

The third "BOXER" was a 14-gun brig, probably a small American prize taken on the coast, and locally renamed in honour of the memory of the second "Boxer."

On April 8th, 1814, the "Boxer" assisted in the destruction of 27 large American privateers in the Connecticut River.

The fourth "BOXER" was originally a mail steam packet but purchased into the Navy. She was of 159 tons, and 60 horse-power. Her length, beam, and draught were 101 ft., 19 ft., and 6 ft.

In 1841 she was sold.

THE KING'S SHIPS

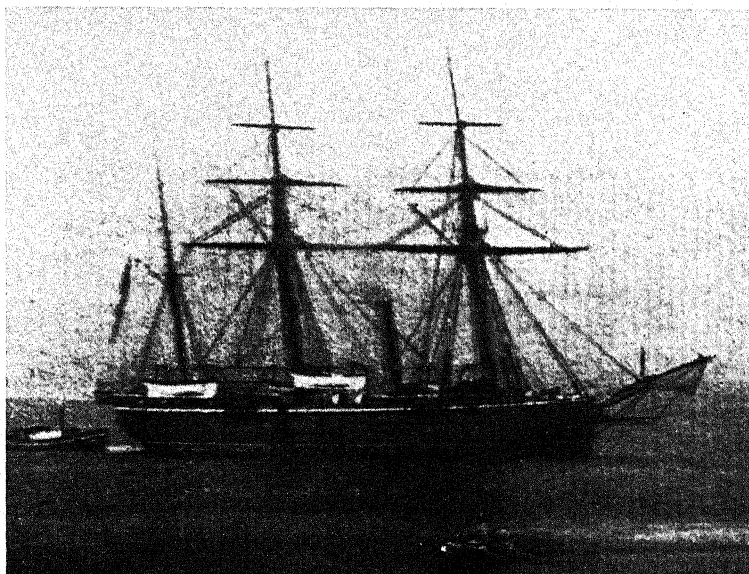
The fifth "BOXER" was a 2-gun screw gunboat, launched at Northfleet in 1855. She was of 235 tons, 60 horse-power, and carried a crew of 36 men. Her length, beam, and draught were 108 ft., 22 ft., and 5 ft.

In 1855 the "Boxer," commanded by Lieutenant Samuel Philip Townsend, took part in the Russian war.

In July 1855 the "Boxer" took part in the punitive operations against the Russians in the Sea of Azof.

On July 16th the "Boxer" was one of a fleet of 10 small vessels under Commander Sherard Osborne, which bombarded, captured, and destroyed Fort Petrovski, and on the following day she assisted to destroy some Russian food supplies at Glofira.

On October 7th, 1855, the "Boxer," commanded by Lieutenant Samuel P. Townsend, joined a fleet of about 90 Anglo-French ships with nearly 10,000 troops under Rear-Admiral Sir Edmund Lyons, with his flag in "Royal Albert." They were to attack the fortress of Kinburn, and so harass the communications and rear of the large Russian army in the Crimea. They arrived off Kinburn on the 14th and landed the troops. The ships anchored with only 2 ft. of water under their keels, and began a tremendous bombardment at 9.30 A.M. on October 17th, while the troops threatened from the landward side. After a few hours the Russians surrendered, and were allowed to march out with the honours of war, having lost only 45 killed and 130 wounded. The British had but 2 people hurt, and their injuries were due to the bursting of a gun. The employment of three French armoured vessels makes this action noteworthy, as well as the fact that only steam vessels were employed.



Vice-Admiral Robert S. D. Cumming.

THE SIXTH "BOXER."

On November 4th the "Boxer" assisted to destroy Russian stores at Vodina.

On November 5th the "Boxer" assisted to bombard the Russian entrenchments at Glofira. The boats were then sent in, the defenders were driven back, and the stores set in flames, with a British loss of only 1 man wounded. The fires extended over a front of 2 miles.

On November 6th the "Boxer" assisted to destroy Russian stores at Gheisk, which were stacked along a front of 6 miles. The work was successfully accomplished, and the force re-embarked with a loss of only 6 men wounded.

In 1865 the "Boxer" was broken up.

The sixth "BOXER" was a 4-gun twin-screw gunboat, launched at Deptford in 1868. She was of 584 tons, 587 horse-power, and 10 knots speed. Her length, beam, and draught were 155 ft., 25 ft., and 9 ft.

In August 1877 the "Boxer," commanded by Commander Arthur H. Alington, proceeded up the river Niger in company with two other vessels. They burned the town of Emblana, and assisted to chastise some anti-British natives. The expedition lost only 3 men wounded.

In 1879 the "Boxer," commanded by Commander Arthur Alington, performed some useful police work on the west coast of Africa. She hoisted the British flag in the Scarcies River, assisted in the delimitation of the Liberian boundary, and subsequently protected British interests at Haiti by embarking refugees. Unhappily, owing to the insanitary condition of

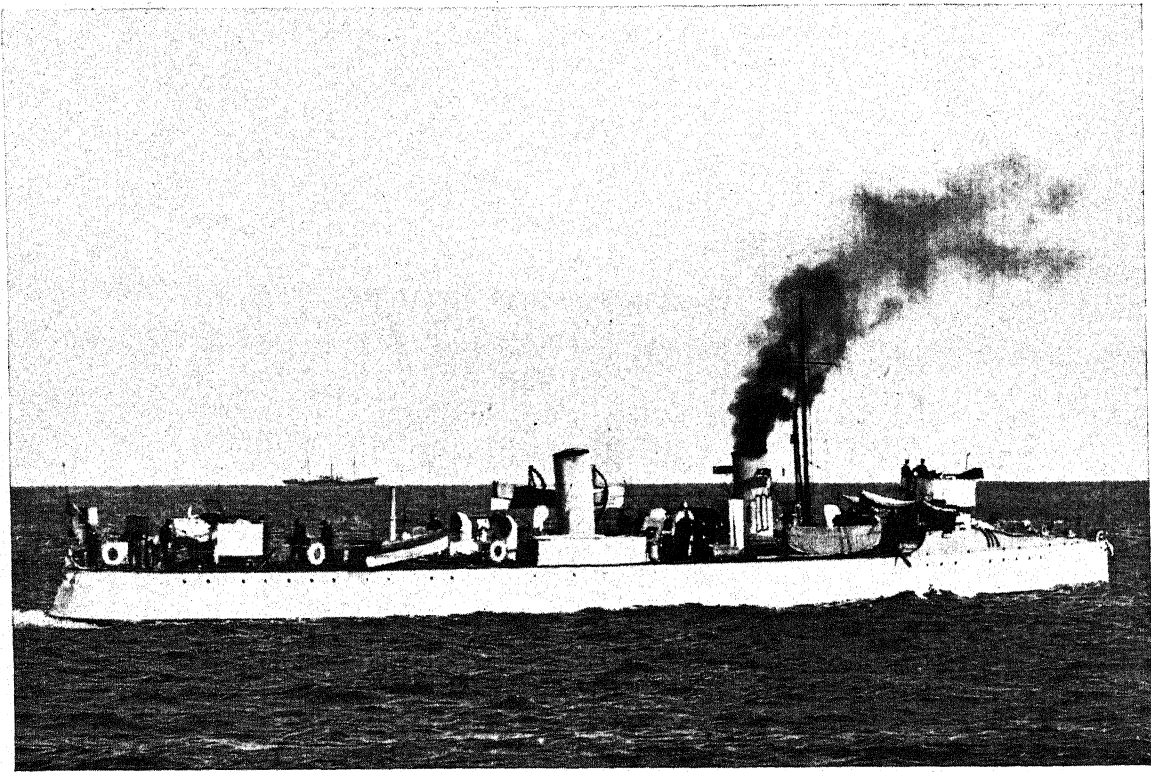
THE KING'S SHIPS

BOXER

the town and of the refugees, yellow fever attacked the ship, and 2 officers and several men died.

In 1887 the "Boxer" was sold.

The seventh "BOXER" is a twin-screw torpedo-boat destroyer, launched at Thornycroft's Yard in 1894. She is of 265 tons, 4500 horse-power, and 27 knots speed. Her length, beam, and draught are 202 ft., 19 ft., and 7 ft.



THE SEVENTH "BOXER."

From the photograph by Richard Ellis.

BOYNE

Treaties with Mediterranean tribesmen	1698-9	Rodney's second action with De Guichen off Martinique	1780
The War of the Spanish Succession—		Rodney's third action with De Guichen off Martinique	1780
Rooke's expedition to Cadiz	1702		
The battle off Velez Malaga	1704	The Wars of the French Revolution and Empire—	
The War of Jenkins's Ear and of the Austrian Succession—		Captured the French privateer "Guidelon"	1793
The bombardment of Cartagena	1741	The capture of Martinique	1794
Vernon's expedition to Santiago de Cuba	1741	Captured French "Bienvenue"	1794
The battle off Toulon	1744	The capture of St. Lucia	1794
The War of American Independence—		The capture of Guadeloupe	1794
The capture and defence of St. Lucia	1778	The blockade of Toulon	1813
The battle off Grenada	1779	Pellieu's action with French squadron off Toulon	1814
Rodney's first action with De Guichen off Martinique	1780	The blockade and capture of Genoa	1814
		The occupation of Naples	1815

BOYNE.—A river of Ireland, rising in the Bog of Allen, near Carbery, flowing through Kildare, King's County, Meath, and Louth, and falling into the Irish Sea, 4 miles below Drogheda. On the banks of this river, 3 miles to the west of Drogheda, the "Battle of the Boyne" was fought and won by William III. defeating the forces of James II. on July 1st, 1690, and it was in memory of this victory that the name "Boyne" was introduced into the Navy.

The first "BOYNE" was an 80-gun ship, launched at Deptford in 1692. She was of 1160 tons, and carried a crew of 490 men. Her length, beam, and draught were 157 ft., 41 ft., and 16 ft.

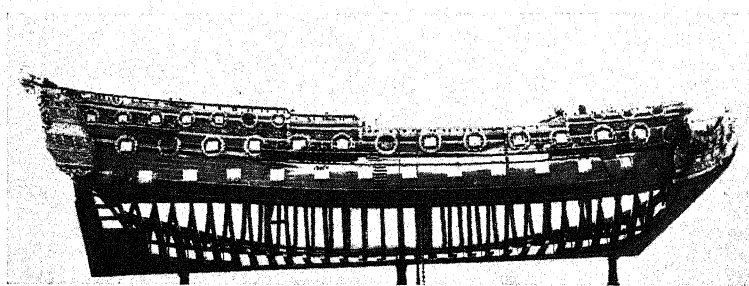
In 1698 she became the flagship of Vice-Admiral Matthew Aylmer as Commander-in-Chief in the Mediterranean. During the years 1698 and 1699 she visited Tunis, Tripoli, and Algiers, confirming treaties. At the conclusion of these operations the Moors were more peaceable and tractable than they had been for many years previously.

In 1702 the "Boyne" was one of the ships of the line in the fleet commanded by Admiral Sir George Rooke, who flew his flag in "Somerset." This fleet co-operated with the Dutch fleet against the combined French and Spanish fleets. There were 30 English and 20 Dutch ships of the line, besides bombs, fireships, storeships, transports, hospital ships, and tenders, making 160 sail in all. The fleet sailed on June 19th, 1702, and arrived off Cadiz on July 12th. On the 16th Rota surrendered to an attack from the allies. After this the men on shore became demoralised with licentiousness. Nothing further was done, except hold councils of war, and the whole fleet withdrew from Cadiz on September 19th, 1702.

The fleet then proceeded to Vigo to find it defended by a stout boom, inside of which lay the combined French and Spanish fleets. The entire Franco-Spanish fleet, after the boom was broken by Vice-Admiral Hopsonn in the "Torbay," was taken, burned, or destroyed, and enormous treasure and booty fell into the hands of the victors, and 41 of the enemy's craft suffered. This operation covered Rooke's inactivity at Cadiz.

The "Boyne" did not take part in this operation. The whole fleet could not be advantageously employed in such narrow waters, and the "Boyne" lay anchored out in the bay.

In 1704, after the capture of Gibraltar, in which this ship took no active part, the "Boyne," commanded by James Lord Dursley, stood over to the Barbary coast and watered, and then continued the search for the Franco-Spanish fleet. This was found on



From the photograph by R. C. Anderson, Esq., of the model at the Royal Naval College, Greenwich.

MODEL OF THE FIRST "BOYNE."

THE KING'S SHIPS

BOYNE

August 12th near Cape Malaga in a small gale. A battle took place on August 13th off Velez Malaga.

The Anglo-Dutch fleet consisted of 51 ships, and 3636 guns, and was commanded by Admiral of the Fleet Sir George Rooke.

The Franco-Spaniards possessed 51 ships and 3596 guns, and were commanded by Admiral Count de Toulouse.

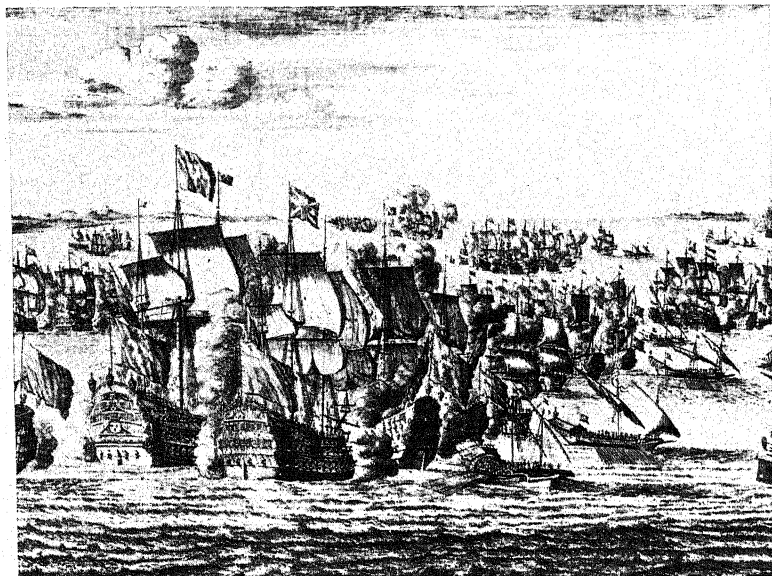
The engagement lasted from 10 A.M. to 7 P.M., when the Franco-Spaniards hauled off. On neither side was any ship taken, and it was a drawn battle, both sides claiming the victory. The "Boyne" lost 14 killed and 52 wounded. The loss on the English side was heavy, but the Franco-Spaniards lost 1500 killed, and more than as many wounded.

The "Boyne" was rebuilt at Blackwall in 1708, and again in 1739 at Deptford.

In 1740 the "Boyne" flew the flag of Admiral of the Fleet Sir John Norris in a fleet of 22 ships, besides small craft. Three times the fleet sailed for an attempt on Ferrol, but each

time they were driven back by storms. At last the expedition was abandoned, the only thing gained being Sir John Norris's nickname of "Foul Weather Jack."

In 1741 the "Boyne," commanded by Captain James Colby, was in the fleet under Vice-Admiral Edward Vernon which attacked Cartagena on the Spanish main. The "Boyne" acted in the third division under Commodore Lestock. The attack began on March 9th, 1741, when the forts were bombarded, and the troops landed. The following days were employed in landing stores and guns, but frequent quarrels between Admiral Vernon and General Wentworth, commanding the



After Isaac Sailmaker.

BATTLE OFF VELEZ MALAGA.

British Museum.

troops, delayed the progress of the work. On March 23rd a general bombardment of the forts and batteries by the fleet was begun, and several ships suffered severe injuries and had to be called off. On the 25th the seamen of the fleet assaulted a battery with complete success, and then destroyed a boom, and some of the ships in harbour. The "Boyne" suffered so severely that she had to be withdrawn. The enemy at once scuttled five men-of-war, and blew up a fort. The British continued to do further damage, but the quarrels between the Admiral and the General becoming virulent, the fleet sailed for Jamaica, and arrived there on May 19th.

Later in 1741 the "Boyne," commanded by Captain James Colby and flying the flag of Vice-Admiral Vernon, was in a fleet of 12 ships which proceeded to attack Santiago de Cuba. They took with them 40 transports, carrying 3400 troops. The fleet anchored in Walthenham (now called Cumberland) Bay on July 18th. Some of the fleet blockaded 12 Spanish ships into Havana, others blockaded Santiago, and 6 were stationed across Cumberland Bay to protect the transports. The troops were landed, but after three months' inactivity on the part of General Wentworth, the enterprise was abandoned, and the fleet returned to Jamaica on November 28th. The Ministry at home mildly censured both the Admiral and the General, but seeing that it was impossible for them to work together without quarrelling, competent authorities consider it would have been wiser to recall either one or the other, or both.

In 1742 the "Boyne" returned to England with Admiral Vernon.

In 1744 the "Boyne," commanded by Captain Rowland Frogmore, with a crew of 600 men, was in the van squadron of a fleet of 40 ships commanded by Admiral Thomas Matthews,

THE KING'S SHIPS

with his flag in "Namur." They were opposed to the Franco-Spaniards in the battle off Toulon. The Franco-Spaniards made up a fleet of 36 ships in all, and were commanded by Admiral de Court, with his flag in "Terrible." The fleets sighted one another on February 10th, 1744, and a hot action followed, in which one ship was captured from the allies, but subsequently recaptured by them. The allies were put to flight, and were pursued until the morning of the 13th. The chief result of this action was the suspension of Vice-Admiral Lestock for not supporting the Commander-in-Chief. In England Lestock's unwillingness to sit quietly under his suspension led to a succession of courts-martial. Vice-Admiral Lestock was tried and most undeservedly acquitted. He took shelter behind technical excuses which just saved him. In the subsequent trials Admiral Matthews was cashiered for the general mishandling of the fleet, and 4 captains were punished for not properly engaging the enemy. Captain Frogmore was to have been tried with these officers, but died before he reached home.

The first "Boyne" ended her days as a prison ship at Portsmouth, and was broken up in 1763.

The second "BOYNE" was a 74-gun ship, launched at Plymouth in 1766. She was of 1426 tons, and carried a crew of 520 men. Her length, beam, and draught were 162 ft., 45 ft., and 18 ft.

In June 1773 King George III. visited and reviewed the fleet at Spithead which was commanded by Vice-Admiral Thomas Pye, with his flag in "Barfleur." The "Boyne" was present on this occasion. The following honours were distributed by His Majesty: 2 Baronetcies,

5 Knighthoods, promotions to all commanders of sloops, first lieutenants of flagships, lieutenants commanding cutters and yachts, and 2 midshipmen of each of certain ships. He further gave £350 to the crews of the "Barfleur," flagship, the Augusta yacht, and the Royal barge, £1500 to be distributed among the artificers, workmen, and labourers of the dockyard, victualling offices, and gun-wharf.

In 1778 the "Boyne," under the command of Captain Herbert Sawyer, was in an English fleet which, under Rear-Admiral the Hon. Samuel Barrington, with his flag in "Prince of Wales," arrived at St. Lucia on December 13th and landed some 5000 troops. The French were at once driven out of their positions and retired. On the 14th the French fleet, under Admiral d'Estaing was sighted. All that night the troops strengthened their position, and Admiral Barrington moored his ships across Cul de Sac Bay, with some 60 transports inside. Admiral d'Estaing then arrived with 12 ships of the line and 7000 troops. On December 15th the French ships twice attacked the English fleet, but both attempts failed. On the 18th D'Estaing landed troops and led in person three attacks on the English lines. These attempts failed, and the French lost 41 officers and 800 men killed and wounded. On the 29th D'Estaing quitted the island, leaving the English in possession of St. Lucia.

In 1779 the "Boyne," under the command of Captain Herbert Sawyer, with a crew of 520 men, took part on July 6th in the action against the French, known as the battle off Grenada. The French force, under Admiral D'Estaing, consisted of 25 ships of the line and several frigates, the English, under Vice-Admiral John Byron, of 21 ships of the line and 1 frigate. The French were anchored off Georgetown on the S.W. of the island, and the English approached during the night. The French weighed at 4 A.M., and the English chased and subsequently attacked in utter disorder and confusion. The "Boyne" and three other ships got separated from



From an old print.

VERNON AT CARTAGENA.

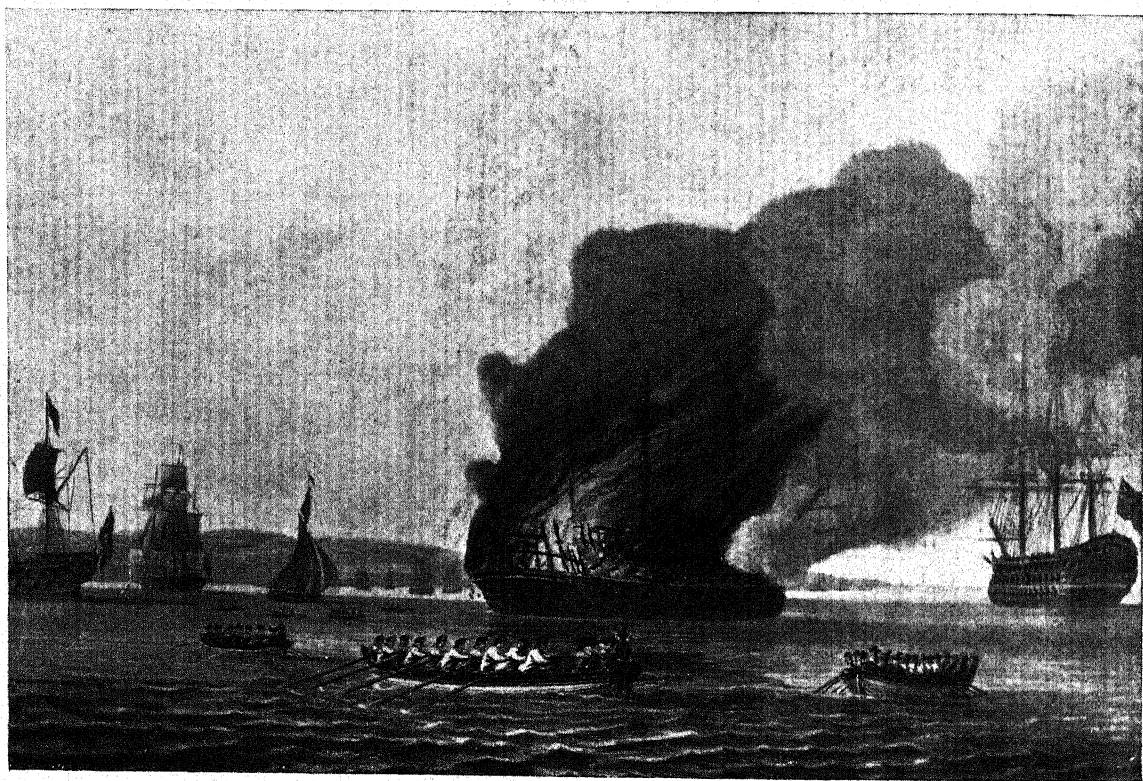
British Museum.

THE KING'S SHIPS

BOYNE •

the main body and were very badly mauled. The French lost no ships, and eventually hauled off. The British lost 183 killed and 346 wounded, of whom 12 were killed and 30 wounded in the "Boyne." The French had 190 killed and 759 wounded. The action reflected no credit on either side.

In April 1780 the "Boyne," commanded by Captain Charles Cotton, was in the centre squadron of a fleet of 20 ships of the line and 6 frigates, commanded by Admiral Sir George Rodney with his flag in "Sandwich." The French fleet, under Rear-Admiral de Guichen, consisted of 24 ships of the line and carried 3000 troops. The enemy were sighted on the night of the 16th in the lee of Martinique, and a general chase was at once ordered by Rodney. On the 17th the fleets manœuvred for position all the forenoon, and at noon Rodney stood over to attack. A signal from the flagship was misunderstood, and the "Stirling Castle," the leading



After Captain T. M. Waller, R.N. Engraved by J. W. Edy.

Royal United Service Institution.

THE BURNING OF THE THIRD "BOYNE."

British ship, led towards the leading French ship, instead of to the ship opposite herself. The action began at 1 P.M. By 4.15 P.M. the English flagship "Sandwich" had beaten three French ships out of the line, and at 4.30 P.M. the French stood away after an indecisive action. The British lost 120 killed, 354 wounded, 1 captain killed and 2 wounded. The French lost 222 killed and 537 wounded. Admiral Rodney censured his two junior flag-officers for inattention to signals, and gave several captains a certificate to the effect that "they meant well, and would have done their duty, had they been permitted." The "Boyne" lost 2 men killed.

On May 15th, 1780, the "Boyne" took part in the second action off Martinique between Rodney and De Guichen. The fleets manœuvred for position for five days, and on the afternoon of the 15th an indecisive action resulted, in which the British van exchanged a close cannonade with the enemy's rear. The British fleet consisted of 20 sail of the line, and the French had 23. The British lost 21 killed and 100 wounded.

On May 19th, 1780, the "Boyne" took part in the third indecisive action between Rodney and De Guichen, an engagement of exactly the same character as that fought four days previously. The British loss was 47 killed and 113 wounded.

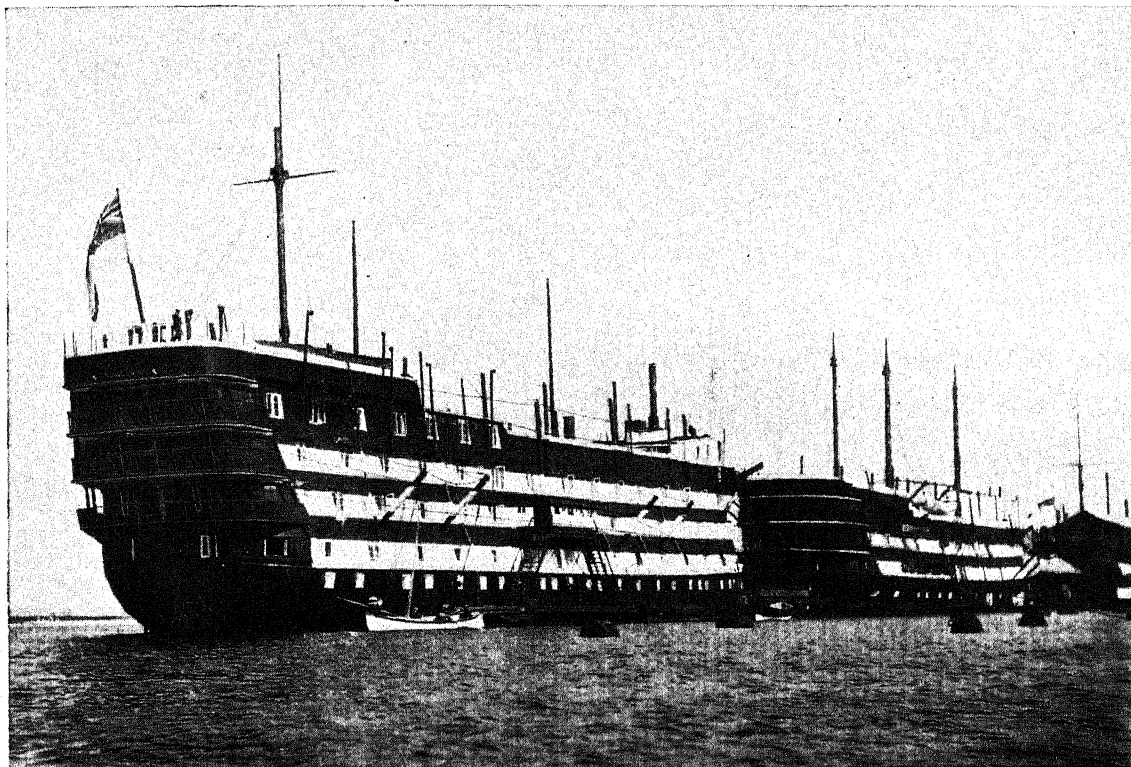
At the conclusion of the fighting the "Boyne" was so shattered that the Commander-in-Chief sent her "before the wind" to St. Lucia for repairs. She was broken up in 1783.

THE KING'S SHIPS

The third "BOYNE" was a 98-gun ship, launched at Deptford in 1790. She was of 1390 tons, and carried a crew of 600 men. Her length, beam, and draught were 158 ft., 45 ft., and 17 ft.

In 1793 the "Boyne" captured the 20-gun French privateer "Guidelon" in the English Channel.

In 1794 the "Boyne," commanded by Captain George Grey and flying the flag of Vice-Admiral Sir John Jervis, was at the head of a fleet of 37 sail in all in the West Indies. Accompanied by 6000 troops under General Sir Charles Grey, who was also the father of the Flag-Captain, they arrived off Martinique on February 5th. Though the island was ill manned, it was well armed with 90 guns. There were two French ships there also. The troops were



THE FOURTH "BOYNE" (AS GUNNERY SCHOOL). *From the photograph by H. J. Symonds.*

disembarked at three different points, and by March 16th all the island, except two forts, was in the possession of the British, who by this time had lost 71 killed and 196 wounded or missing. The seamen landed with guns and mortars and greatly distinguished themselves. A detachment from the "Boyne" captured the "Bienvenue," a French 32-gun frigate, but subsequently abandoned her. One of the forts was carried by the seamen of the fleet on March 22nd, and the other fort at once surrendered. In these last operations the British lost 14 killed and 27 wounded.

The fleet then proceeded to St. Lucia, and landed troops on April 1st. On April 4th the French surrendered the island to the British.

The fleet then sailed to attack Guadeloupe. On April 11th troops were landed under cover of the guns of the fleet, which silenced the enemy's batteries. On the 12th Grand Terre surrendered, the loss to the British Navy being only 13 wounded. On the 20th Basse Terre fell and the French general surrendered the entire island. The ships and troops, except a few left as garrison, then sailed.

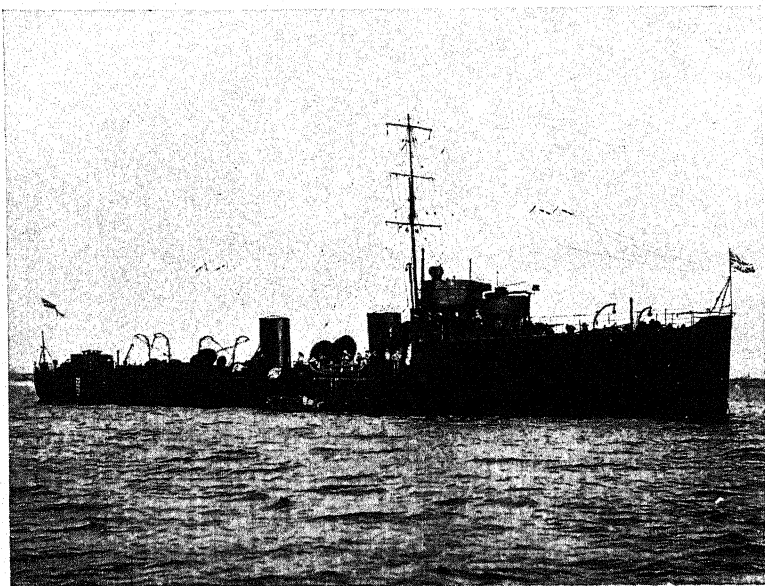
A fortnight later a French squadron of 9 vessels appeared, and landed troops to attack the British garrison, which, owing to the disaffection of the inhabitants, was compelled to retreat.

THE KING'S SHIPS

BOYNE

The "Boyne" and other ships returned and landed a force on June 19th. Several skirmishes occurred, but without definite result, and the British forces re-embarked on July 3rd, with a Naval loss of 7 killed, 29 wounded, and 16 missing, and abandoned the island. The "Boyne" sailed for England in November with both Commanders-in-Chief on board. The English garrison left on December 10th, after having been beaten at all points.

On May 1st, 1795, the "Boyne," while commanded by Captain George Grey, and flying the flag of Vice-Admiral Peyton, caught fire at Spithead. The Admiral was President of a court-martial on board the "Glory" when the fire broke out and the Captain was ashore. Curiously enough Admiral Peyton had been burnt out of the "Prince George" nearly forty years previously, and was only saved by floating on a hencoop. The fire is said to have originated through burning wadding from the muskets of the marines, who were practising firing to windward, being blown into the Admiral's cabin, where it ignited some papers. The loaded



From the photograph by Ernest Hopkins.
THE FIFTH "BOYNE."

guns went off and killed or wounded 3 men in the fleet, some of the shot falling on shore. After she had been burning about two hours her cables parted and she then began to drift with the fire blazing through every port. After a time she grounded on the Spit Shoal, and at five o'clock a tremendous explosion of one of the magazines shook Portsmouth to its foundation. Doors and windows were blown in, while even at Portsea many windows were broken. Shot, iron, and pieces of half-burnt timber were hurled in every direction, some of which fell into South-sea Castle, doing considerable damage. A vast column of smoke, like a great palm tree, rose up, circle above

circle, to a great height, from which fell showers of hot iron, and other pieces of the doomed ship.

All the crew except 11 men were saved, but several longshoremen were blown to pieces by the explosion while ripping off the copper sheathing as the ship lay burning on the Spit Shoal. Everything Sir John Jervis had in the ship was destroyed, including all his correspondence up to that period—a great loss to his biographers.

The fourth "BOYNE" was a 98-gun ship, launched at Portsmouth in 1810. She was of 2155 tons, and carried a crew of 738 men. Her length, beam, and draught were 186 ft., 51 ft., and 18 ft.

In 1813 the "Boyne," commanded by Captain George Burlton, was in the Mediterranean in a fleet commanded by Vice-Admiral Sir Edward Pellew with his flag in "Caledonia." She took part in the blockade of Toulon, and on November 5th assisted in a running action with a French fleet, which escaped when the blockaders were blown to leeward. The French quickly got out of gunshot and managed to escape.

On February 13th, 1814, the "Boyne," Captain G. Burlton, was one of a fleet of 15 sail of the line, commanded by Vice-Admiral Sir Edward Pellew, which engaged a small French squadron off Toulon. The "Boyne" hotly engaged the "Romulus," but the French ship managed to get away by a magnificent display of seamanship, with 70 killed and wounded. The "Boyne" suffered severely aloft, had two guns dismounted, 2 men killed, and 40 wounded.

In April 1814 the "Boyne" assisted in the blockade and capture of Genoa.

In May 1815 the "Boyne," flying the flag of Admiral Lord Exmouth, was one of the ships

which took possession of the city of Naples for King Ferdinand upon the approach of the Austrian army.

In 1834 the "Boyne's" name was changed to "Excellent," and she became the second gunnery school ship at Portsmouth. In 1861 she was broken up.

The fifth "BOYNE" is a twin-screw torpedo-boat destroyer, launched on the Tyne in 1904. She is of 545 tons, 7000 horse-power, and 25 knots speed. Her length, beam, and draught are 222 ft., 23 ft., and 9 ft.

BRAMBLE

The Survey of the Great Barrier Reef, 1842-45.



BRAMBLE.—Any rough, prickly, wild shrub.

The first "BRAMBLE" was added to the Navy during the Commonwealth. She was of 112 tons, and carried 14 guns.

She appears to have been captured from the Spaniards off Cadiz in 1656 by a squadron of 6 frigates under Captain Richard Stayner.

The second "BRAMBLE" was a 10-gun schooner of 150 tons, launched in 1808 at Bermuda. She was of 150 tons, and carried a crew of 50 men. Her length, beam, and draught were 79 ft., 22 ft., and 6 ft.

In 1815 the "Bramble" was sold.

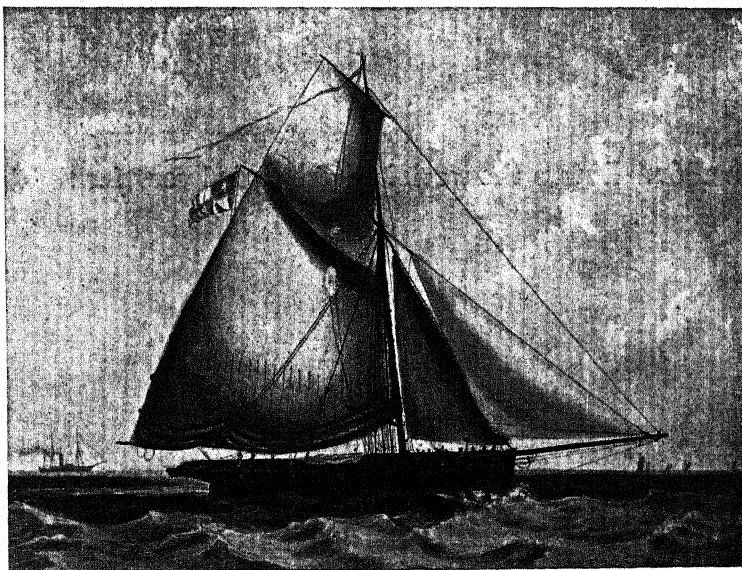
The third "BRAMBLE" was a 10-gun cutter, launched at Plymouth in 1822. She was of 161 tons, and carried a crew of 50 men. Her length, beam, and draught were 71 ft., 24 ft., and 10 ft.

In 1842 the "Bramble," commanded by Lieutenant Charles Bamfield Yule, acted as tender to the "Fly," Captain Francis Price Blackwood. Together they worked on the survey of the Great Barrier Reef, examined upwards of a thousand miles, as well as the Coral Reefs of Torres Straits, and 140 miles of the coast of New Guinea, not completing the work until 1845.

In 1855 the "Bramble" was broken up in Australia.

The fourth "BRAMBLE" was an 120-ton schooner, launched at Sydney in 1855, and employed for many years on the Australian Station.

This vessel was removed from the Navy List in 1876, and was made into a light-vessel off the New South Wales coast.



After W. Knell.

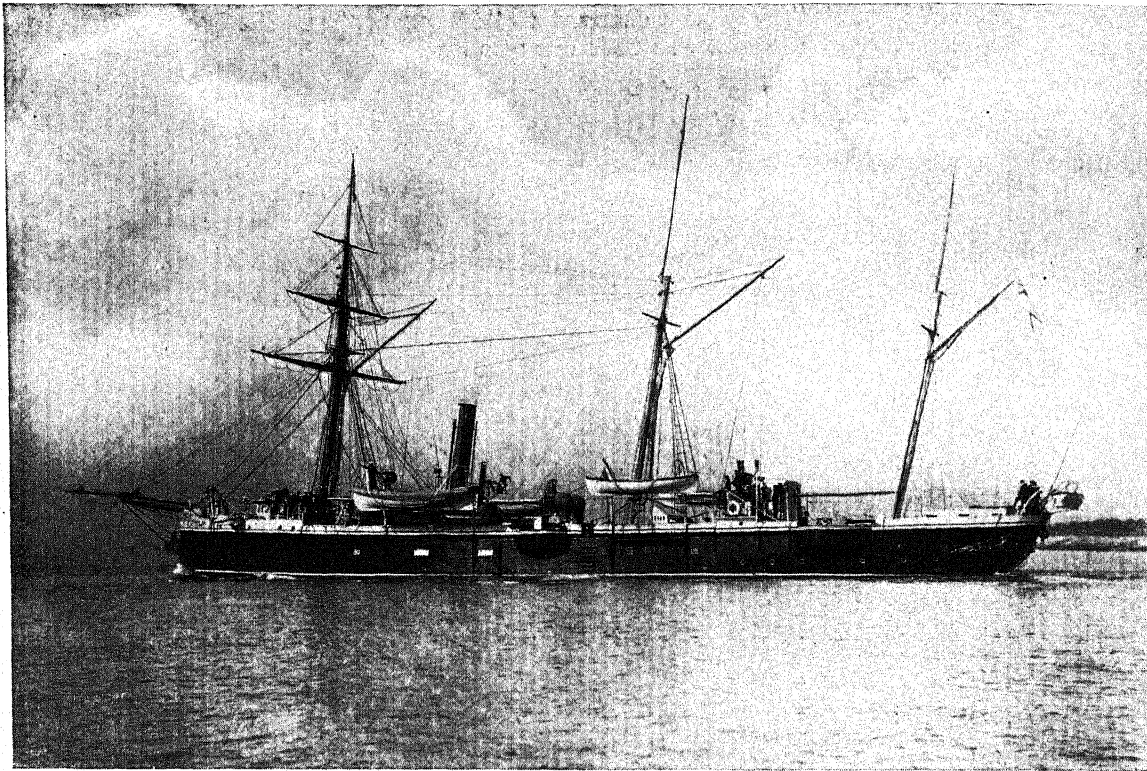
THE THIRD "BRAMBLE."

A. Ackermann.

THE KING'S SHIPS

BRAMBLE

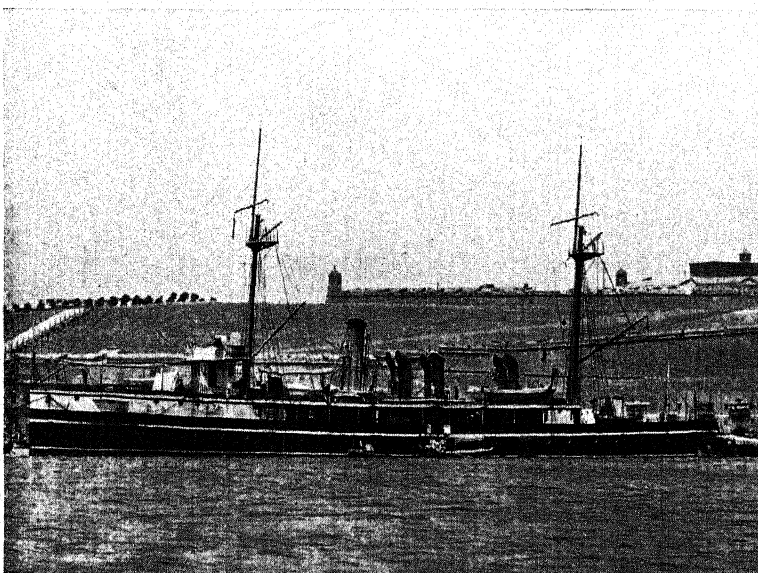
The fifth "BRAMBLE" was a 2-gun screw gunboat of 268 tons, laid down



THE SIXTH "BRAMBLE."

From the photograph by H. J. Symonds.

in 1861. Before the work had proceeded very far the Admiralty ordered it to cease.



THE SEVENTH "BRAMBLE."

From the photograph by Richard Ellis.

Liverpool in 1898. She is of 710 tons, 1300 horse-power, and 13.5 knots speed. Her length, beam, and draught are 180 ft., 33 ft., and 8 ft.

The sixth "BRAMBLE" was a 6-gun screw gunboat, launched at Belfast in 1886. She was of 715 tons, 1000 horse-power, and 13 knots speed. Her length, beam, and draught were 165 ft., 29 ft., and 13 ft.

This vessel's name was changed to "Cockatrice" in 1896, and she served on the Danube for some years in accordance with the terms of the Treaty of Berlin. She was sold at Chatham in 1906 for £3800.

The 7th "BRAMBLE" is a 2-gun twin-screw gunboat, launched at

BRAZEN

BRAZEN.—Made of brass. Impudent. To behave brazenly. Brazen Age: the age of violence which in mythology succeeded the weaker Silver Age.

The first "BRAZEN" was a 10-gun cutter purchased in 1781. She was of 123 tons, and carried a crew of 60 men. Her length, beam, and draught were 58 ft., 22 ft., and 9 ft.

In 1799 this cutter was sold at Plymouth.

The second "BRAZEN" was an 18-gun sloop, laid down at Portsmouth in 1798. She was to have been of 420 tons. Her length, beam, and draught as designed were 110 ft., 29 ft., and 8 ft. Before the work had proceeded very far orders were given for it to cease.

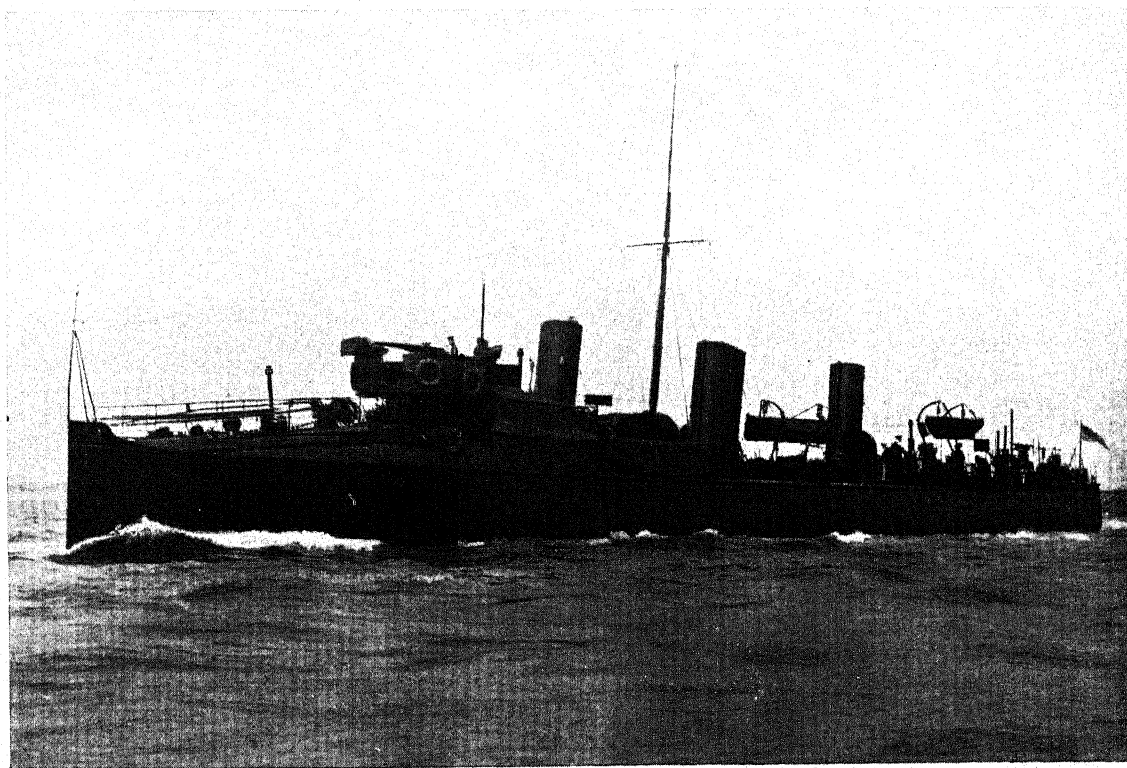
The third "BRAZEN" was the 30-gun French privateer "Bonaparte" which, with a crew of 170 men, had been captured on December 9th, 1798, by the "Boadicea."

She was fitted out at Portsmouth in 1799 and was renamed "Brazen." In some records she is mentioned as "L'Invincible Bonaparte."

On January 26th, 1800, the "Brazen," while commanded by Commander James Hanson, was wrecked near Brighton. With the exception of one man, the officers and crew were lost.

The fourth "BRAZEN" was a 26-gun ship sloop, launched at Portsmouth in 1808. She was of 422 tons, and carried a crew of 121 men. Her length, beam and draught were 110 ft., 30 ft., and 12 ft.

The "Brazen" eventually became a church ship off the Tower of London, and was broken up in 1848.



THE SIXTH "BRAZEN."

From the photograph by Ernest Hopkins.

THE KING'S SHIPS

BRILLIANT

The fifth "BRAZEN" was a 2-gun screw gunboat, launched at Birkenhead in 1856. She was of 235 tons, 60 horse-power, and carried a crew of 36 men. Her length, beam, and draught were 108 ft., 22 ft., and 6 ft.

In 1864 the "Brazen" was broken up.

The sixth "BRAZEN" is a twin-screw torpedo-boat destroyer, launched at Clydebank in 1896. She is of 390 tons, 5800 horse-power, and 30 knots speed. Her length, beam, and draught are 218 ft., 20 ft., and 6 ft.

BRILLIANT

The Seven Years' War—

Captured French "Intrépide"	1757
The operations at St. Malo	1758
The capture and reduction of Cherbourg	1758
The blockade and bombardment of Le Havre	1759
Assisted to capture French "Blonde" and French "Terpsichore"	1760
Engagement with French "Malicieuse" and French "Hermione"	1761
Captured several French privateers	1762

The War of American Independence—

Captured French "Pointe de Jour"	1779
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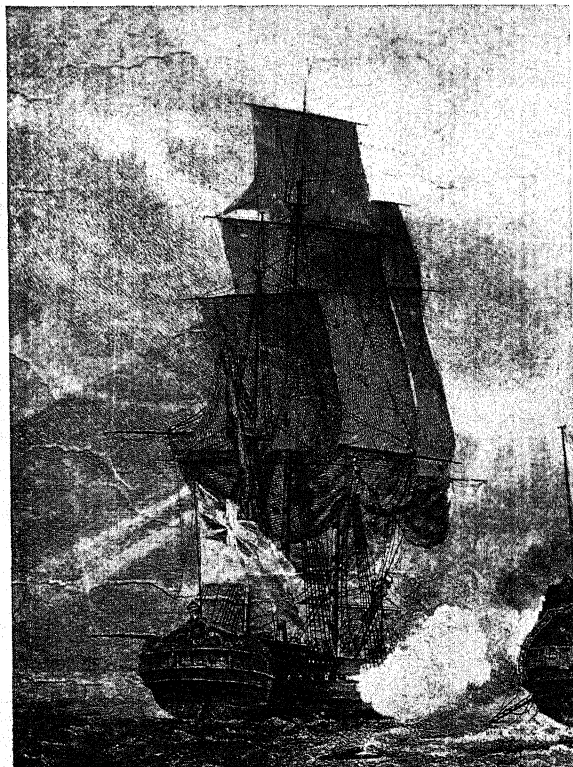
The Wars of the French Revolution and Empire—

Action with French frigates "La Vertue" and "Regenne" off Teneriffe	1798
Warren's expedition to Ferrol	1800
The capture of St. Lucia	1803
The capture of the Dutch possessions, Demerara, Essequibo, and Berbice	1803



BRILLIANT.—Shining, sparkling, splendid. A diamond of the finest water cut into facets, so as to show great brilliancy.

The first "BRILLIANT" was a 6-gun sloop with a crew of 30 men. She is said to have been built in 1695, and she appears to have been bought from the Prize Commissioners about 1697.



After R. Wright. Engraved by J. Miller. T. H. Parker, Brothers.
THE THIRD "BRILLIANT."

The second "BRILLIANT" was a small sloop dating from about 1730.

The third "BRILLIANT" was a 36-gun frigate, launched at Plymouth in 1757. She was of 718 tons, and carried a crew of 240 men. Her length, beam, and draught were 128 ft., 36 ft., and 12 ft.

On December 25th, 1757, the "Brilliant," commanded by Captain Hyde Parker, captured the French "Intrépide," 14 guns.

In 1758 the "Brilliant," commanded by Captain Hyde Parker, was one of a fleet of 5 ships, 10 frigates, 5 sloops, 2 fireships, and 2 bombs, under Commodore the Hon. Richard Howe, with his broad pennant in "Essex." They escorted 14,000 troops under the Duke of Marlborough, in 140 ships and a number of flat-bottomed boats. On June 5th they anchored near St. Malo. The smaller ships stood in and bombarded the forts. The troops were then successfully landed, but after a week's operations it was decided that the attempt on St. Malo was impracticable.

The ships withdrew, and arrived at Spithead on July 1st.

On August 6th the fleet anchored off Cherbourg, and having successfully landed the

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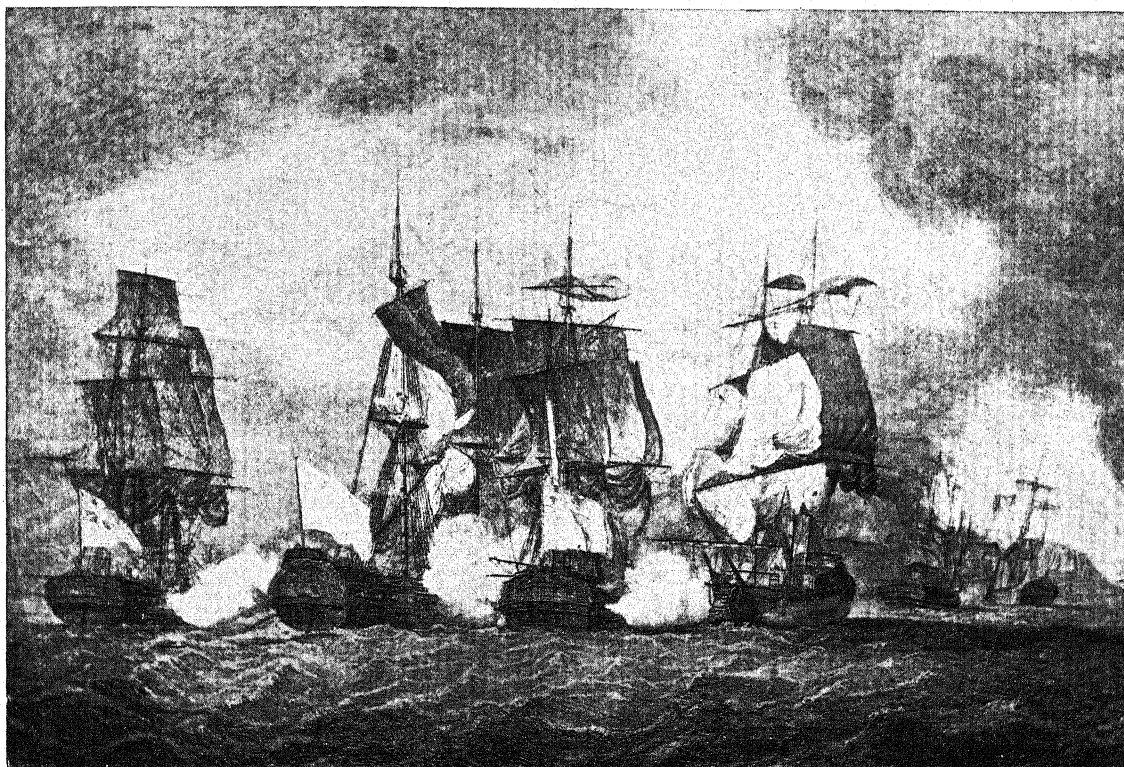
OUR NAVAL SEAMEN
AT BEACHY HEAD AND BARFLEUR
Circa A.D. 1690

READY TO RECEIVE BOARDERS



troops bombarded the town. By August 15th the enemy had retired and left the English in possession. Piers, magazines, harbour works, and all the vessels in the port were either burned or destroyed, and the fleet withdrew.

In 1759 the "Brilliant," commanded by Captain Hyde Parker, was in a fleet of 17 vessels under Rear-Admiral George B. Rodney, with his flag in "Achilles." They left England on July 2nd and arrived at Le Havre on the following day. The fleet was ordered to endeavour to destroy the flat-bottomed boats and the supplies which had been collected by the French for the projected invasion of England. The ships anchored in the Channel leading to Honfleur, and threw shells at the town, magazines, and boats for fifty consecutive hours, doing immense damage without receiving any injury worth mentioning. They remained off Le Havre, establishing a blockade for the rest of the year, and captured numerous French prizes.



After R. Wright. Engraved by J. Miller.

ELLIOT'S ACTION AGAINST THUROT.

T. H. Parker, Brothers.

In 1760 the "Brilliant," commanded by Captain James Loggie, was in company with the "Pallas" and "Æolus" under Captain John Elliot in the "Æolus." They fell in with three French ships, "Maréchal de Belleisle," "Blonde," and "Terpsichore," off the Isle of Man, which were part of an expedition designed to effect a landing of troops on the north coast of Ireland. The French were sighted at 4 A.M. on the 28th, and by 9 A.M. the action became general. The "Blonde" and "Terpsichore" surrendered almost as soon as they were engaged but the "Æolus" had to fight the "Maréchal" for an hour and a half before the Frenchman surrendered.

The first ship that came up was the *Brilliant* without doubt,
She gave to them a broadside and then she wheeled about ;
The other two then followed her, and fired another round.
"Oh, oh ! my lads," says Thurot ; " this is not Carrick town."

Then out cried Monsieur Thurot, with his visage pale and wan :
" Strike, strike your colours, brave boys, or they'll sink us —every man ;
Their weighty shot comes in so hot on both the weather and the lee ;
Strike your colours, my brave boys, or they'll sink us in the sea."

Before they got their colours struck great slaughter there was made,
And many a gallant Frenchman on Thurot's decks lay dead ;

THE KING'S SHIPS

BRILLIANT

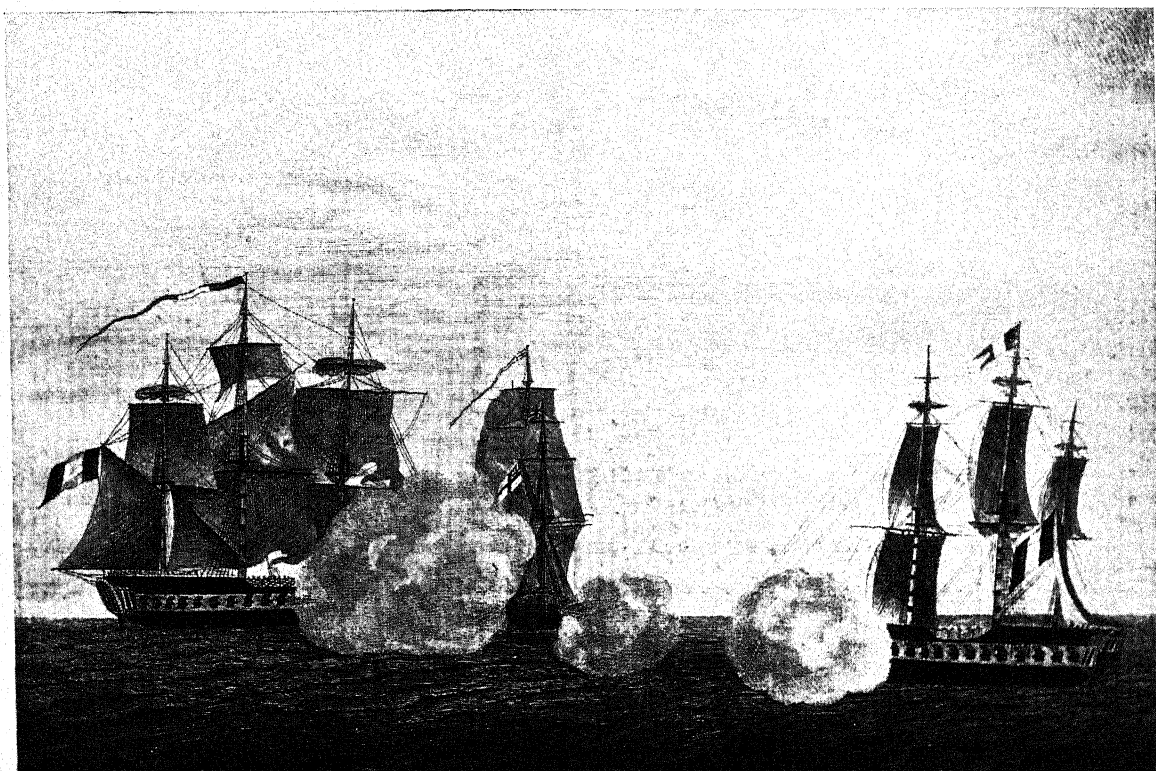
They came tumbling down the shrouds, upon his deck they lay,
While our brave Irish heroes cut their booms and yards away.

And as for Monsieur Thurot, as I've heard people say,
He was taken up by Elliot's men and buried in Ramsey Bay.

—Thurot's Dream.

The total British loss was 5 killed and 31 wounded, to which the "Brilliant" contributed 11 wounded. The French lost 300 killed and wounded, and the dead included Commodore M. Thurot, who was as much regretted by his foes as by his French comrades. The three British captains were unanimously voted the thanks of the Irish House of Commons for this service, and the "Terpsichore" and "Blonde" were bought into the Navy.

On August 14th, 1761, the "Brilliant," commanded by Captain James Loggie, was in company with the "Bellona." They met off Vigo three French ships. The "Bellona"



Published by Laurie & Whittle.

Commander Sir C. L. Cust, Bart., R.N., etc.

FOURTH "BRILLIANT" AGAINST "LA VERTUE" AND "REGENNE."

engaged and captured the "Courageux." The "Brilliant" engaged the two 32-gun frigates "Malicieuse" and "Hermione," and gave them so much to do in looking after themselves that they were unable to interfere between the "Bellona" and "Courageux."

In 1762 the "Brilliant" captured several French privateers. In 1776 she was sold.

The fourth "BRILLIANT" was a 28-gun frigate, launched at Beaulieu in May 1779. She was of 600 tons, and carried a crew of 200 men. Her length, beam, and draught were 121 ft., 34 ft., and 10 ft.

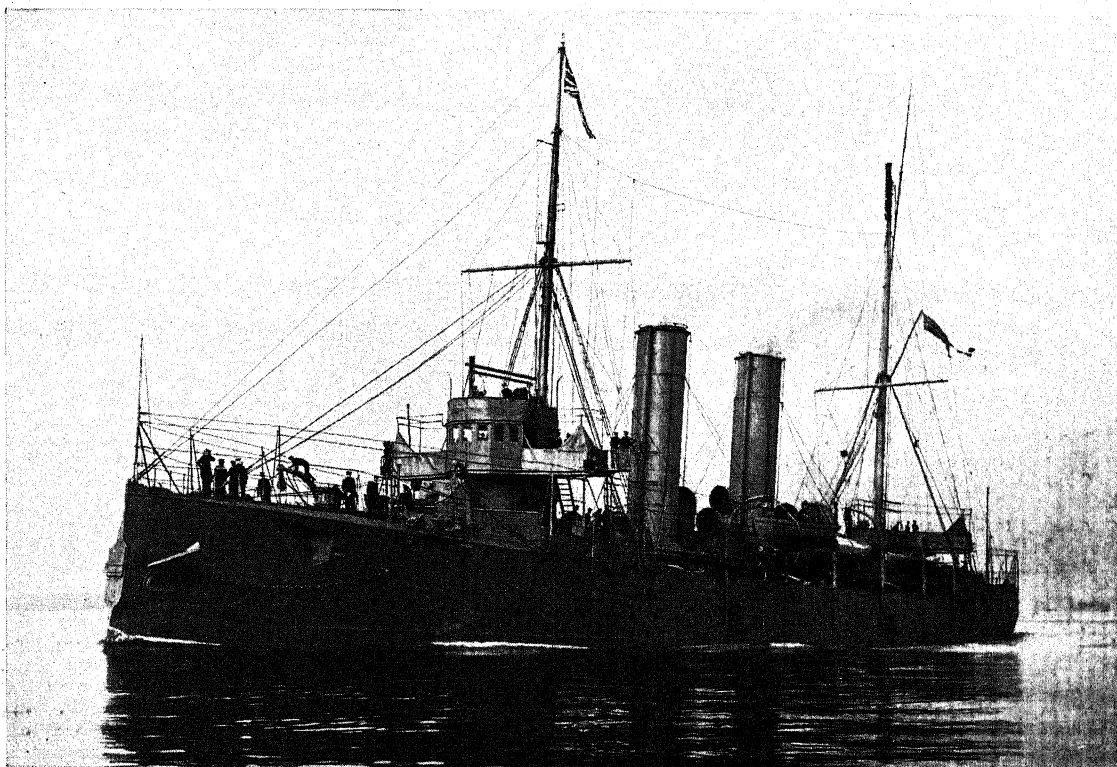
She captured several French privateers, the most notable being the "Pointe de Jour," a lugger from Roscoff, mounting 3 guns and carrying 30 men. The captain of this lugger a few months previously had made a most daring escape from one of the hulks in Portsmouth harbour.

In 1797 the fourth "Brilliant" was deeply involved in the mutiny at the Nore. When the mutineers attempted to coerce London into supporting their demands, they moored the "Brilliant" with three other ships across the river to block the traffic. These vessels allowed

no traffic to pass without an order signed by Richard Parker, who was the president of the mutineer delegates, and who had been discharged the service as an insane midshipman three years previously. The "Brilliant" eventually surrendered.

On July 26th, 1798, the "Brilliant," commanded by Captain the Hon. Henry Blackwood, was chased by the two French 36-gun frigates "La Vertue" and "Regenne" off Teneriffe. The "Brilliant" cut away boats and anchors, but one Frenchman came up and started a running fight. However, through smart shiphandling, and a well-aimed shot which brought down the enemy's main topsail yard, the "Brilliant" managed to escape in the darkness from a greatly superior foe.

In 1800 the "Brilliant," commanded by Captain the Hon. Charles Paget, was in a fleet of 11 ships, commanded by Rear-Admiral Sir J. B. Warren, with his flag in "Renown." This fleet was detached from the Channel fleet against six Spanish ships of the line which lay at Ferrol. Some small craft and transports with troops accompanied the ships. On August



THE SEVENTH "BRILLIANT."

From the photograph by Ernest Hopkins.

25th they arrived at Playa de Dominos, and after the fort was silenced, the troops, 16 field guns, and a detachment of seamen landed and drove back the enemy. On the following day the British made themselves masters of the heights overlooking the town and harbour. But the general commanding, deterred by the strength of the enemy and of the defences, re-embarked his men and abandoned the attack. Subsequently the "Brilliant" proceeded in a fleet under Vice-Admiral Lord Keith to attack Cadiz, but when it was discovered that the plague was raging there, the attempt was abandoned.

On June 21st, 1803, the "Brilliant" was one of a fleet of 14 vessels, commanded by Commodore Samuel Hood, with his broad pennant in "Centaur." Accompanied by troops, they anchored at 11 A.M. off St Lucia. The same evening the French outposts were driven in, and on the 22nd, after the fort had been stormed, St. Lucia surrendered to the British, who had lost 20 killed and 110 wounded. On July 1st the Island of Tobago surrendered to an attack. By the end of September the Dutch colonies of Demerara, Essequibo, and Berbice were captured, together with a Dutch 14-gun corvette, without loss.

In 1811 this "Brilliant" was broken up.

THE KING'S SHIPS

BRISTOL

The fifth "BRILLIANT" was a French 74-gun ship captured on the stocks at Genoa in April 1814. She was launched and added to the Navy, and her name was soon afterwards changed to "Genoa."

The sixth "BRILLIANT" was a 38-gun frigate, launched at Deptford in 1814. She was of 1408 tons, and carried a crew of 284 men. Her length, beam, and draught were 146 ft., 38 ft., and 14 ft.

She was subsequently reduced to a 20-gun ship at Sheerness in 1845, and in 1889 her name was changed to "Briton." Under this name she acted for some years as Royal Naval Reserve drill ship at Kessock Ferry, Inverness, being sold in 1908 for £1800.

The seventh "BRILLIANT" is an 8-gun twin-screw cruiser, launched at Sheerness in 1891. She is of 3600 tons, 9200 horse-power, and 20 knots speed. Her length, beam, and draught are 300 ft., 44 ft., and 18 ft.

BRISTOL

Captured Spanish pirate Victorio Papachino	1658
The second Dutch War—	
The Four Days' Fight	1666
Early sheathing	1670
The third Dutch War—	
Action with Dutch fleet off Heligoland	1672
Seventeenth-century punishment	1678
Assisted to destroy Algerine "Citron Tree"	1680
The War of the English Succession—	
The capture of Mariegalante	1691
The capture and burning of Petit Guavas	1697
Capital punishment for post-captains	1703
The War of the Spanish Succession—	
Assisted to capture French convoy in the West Indies	1705
Action with French squadron in English Channel	1709

The War of Jenkins's Ear, and of the Austrian Succession—	
Captured French "Union"	1746
Anson's action with De la Jonquière off Finisterre	1747
Captured French "Invincible" and "Diamant"	1747
"Run foul of me and be damned"	1747
"Cut off twelve of the ugliest heads in the fleet"	1747
The Seven Years' War—	
The attack on Martinique	1759
The capture of Guadeloupe	1759
The War of American Independence—	
The attack on Charleston, South Carolina	1776
Action with La Motte Picquet off Haiti	1780
Cornwallis's action with De Ternay in the West Indies	1780
Hughes and De Suffren off Cuddalore	1783



BRISTOL.—A city in Somerset built on both sides of the Rivers Avon and Frome, upon seven hills. The Avon is crossed by the Clifton Suspension Bridge, 702 ft. in span and 245 ft. above high water. This bridge formerly crossed the Thames, but was removed in 1862. The town was originally called Brightstowe or Briestowe. Manufactures glass, pottery, cotton goods, oilcloths, sugar, tobacco, tin plate, brass, copper, and zinc articles, chemicals, and leather, etc.

The first "BRISTOL" was a 48-gun ship, launched at Portsmouth in 1653. She was of 532 tons, and carried a crew of 230 men. Her length, beam, and draught were 104 ft., 31 ft., and 16 ft. The armament consisted of 24 culverins, 6 demi-culverins, 8 sakers, and 10 port pieces. The reader is warned that there is a model, supposed to represent this ship, at the Royal Naval College, Greenwich. Much caution is necessary before accepting the fact that these models really correspond with the names on the labels.

In 1658 the "Bristol" was on the Mediterranean Station, and during the month of November, while cruising in company with the "Phoenix" and "Hampshire" between Sicily and Sardinia, she met and captured "that famous rover Victorio Papachino, the prince of Spanish pirates." They chased the pirate ship for seven hours and shot her sails to pieces. When she was captured only 116 of the pirate's crew were not either killed or wounded.

In 1666, under the command of Captain Philemon Bacon, the "Bristol" took part in the operations against the Dutch which culminated in the Four Days' Fight between Dunkirk and the Downs. The Dutch gave the English a good beating.

The English force was 80 ships, carrying 4460 guns, and manned by 21,085 officers and men.

The Dutch force was 85 ships, carrying 4615 guns, and manned by 21,909 officers and men.

The Dutch lost six or seven vessels burnt or sunk and 2000 men killed or wounded. The English suffered much more heavily; they lost 5000 lives and about 20 ships. Two flag-officers also were killed—Vice-Admiral Sir Christopher Myngs, who flew his flag in "Victory," and Vice-Admiral Sir William Berkeley, aged about 27, with his flag in "Swiftsure." The Dutch were commanded on this occasion by Admiral M. A. de Ruijter, and the English by George Monck, Duke of Albemarle, Admiral and General-at-Sea. Captain Philemon Bacon was killed during the fight, together with 8 other captains.

In 1670 the new practice of sheathing the bottom of ships with lead to increase their speed and preserve their bottoms was instituted. By command of King Charles II., the "Phoenix" was thus treated, and, as she was favourably reported on, the "Bristol" and some others were similarly sheathed. However, the practice was soon discontinued, as several shipwrights and Naval officers were opposed to the innovation.

After the great actions of the summer of 1672 against the Dutch, the "Bristol," commanded by Captain Charles Wyld, in company with the "Cambridge," was sent by the Duke of York, Lord High Admiral, to hover off the Dutch coast. On July 22nd, when about 60 miles to the westward of Heligoland, they fell in with and at once attacked the Dutch East India fleet, consisting of 10 large ships, 4 advice boats, and 3 galliots. The wind was so fresh that the "Bristol" could not fight her lower tier of guns. The fight was persisted in with much gallantry for several hours, but the "Cambridge" caught fire, and the Dutch ultimately got away without loss.

A diary, believed to be that of the Rev. Henry Teonge, chaplain of the "Bristol" in 1678, contains some interesting entries:—

"August 4th—Isaac Webb stood tied to the jears for an hour, and had speculum oris placed in his mouth, for saying to a seaman in the captain's hearing, 'Thou liest like the son of a whore.'"

"August 16th—A seaman had 29 lashes with a cat o' nine tails, and was well washed with salt water, for stealing our carpenter's mate's wife's ring."

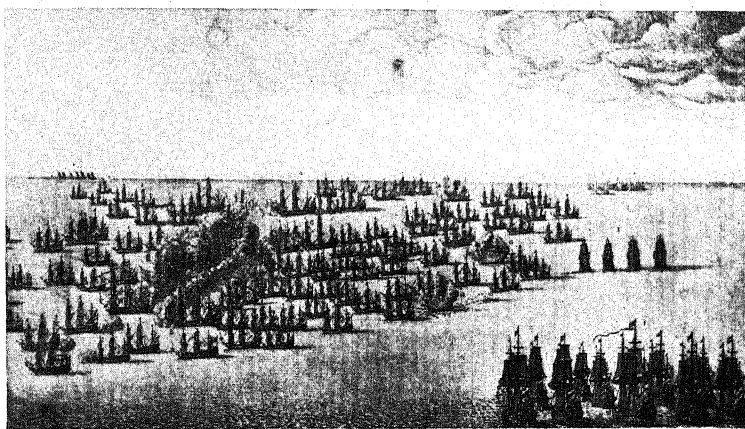
"June 18th—The scolding woman was well washed to-day."

In 1680 the "Bristol" was in the Mediterranean, under the command of Captain John Wyborn. In April, while in company with the "Adventure" about 15 miles from Tangier, the "Bristol" met the Algerine man-of-war "Citron Tree," mounting 32 guns, and after a sharp engagement drove her ashore. There were many Christian slaves on board the "Citron Tree," nearly half of whom were English, and about fifty were saved.

In 1691 the "Bristol" was in the West Indies in the squadron commanded by Commodore Laurence Wright. On March 21st, after various misunderstandings between the commodore and the general, a squadron of eight ships and several armed merchantmen sailed for Mariegalante, a French island near Guadeloupe, which was taken without difficulty. On April 21st a landing was effected at Guadeloupe, and the army met with stubborn opposition. The squadron proceeded to sea in chase of a French squadron supposed to be in the neighbourhood, but failed to bring it to action. Upon its return to Guadeloupe, it was decided to abandon the attempt on that island, and the troops re-embarked and went to Antigua.

In 1693 the "Bristol" was rebuilt at Deptford, and was relaunched as a 670-ton ship.

While in the West Indies, commanded by Captain Stephen Elliott, in 1697, the "Bristol" chased and on one occasion exchanged shots with a French squadron under Admiral de Pointis, but no action followed.



Etched by W. Hollar.

THE FOUR DAYS' FIGHT.

Alfred Davis.

THE KING'S SHIPS

BRISTOL

On June 23rd, 1697, the "Bristol" was detached as one of a squadron of nine ships under Captain George Mees, of the "Breda," to attack and destroy the settlement of Petit Guavas. The men landed and soon captured the place. Unfortunately, within a couple of hours most of the men were so drunk as to be utterly incapable. Captain Mees then fired the town and withdrew with as much semblance of good order as was possible.

On April 16th, 1703, Captains Kirkby and Wade were shot on board the "Bristol" at Plymouth. They had commanded the "Defiance" and "Greenwich" in the West Indies in the previous year. While engaged against Admiral Du Casse, commanding the French squadron, they had most shamelessly deserted Vice-Admiral John Benbow, the English Commander-in-Chief. They were tried by court-martial for cowardice, disobedience to orders, and neglect of duty, and were convicted on all counts.



From a contemporary Dutch print.

British Museum.

ANSON'S ACTION WITH DE LA JONQUIÈRE.

In 1705 the "Bristol," under the command of Captain John Anderson, was in the West Indies in company with the "Folkestone." They captured several vessels of a French convoy in search of which they had been detached.

On April 24th, 1709, the "Bristol," under the command of Captain Henry Gore, was escorting a convoy in the Channel when she was attacked by a French squadron under Du Guay Trouin. A desperate action followed, in which the "Bristol" was most gallantly defended until the merchant ships were in safety, but being very badly injured, she was then compelled to surrender. On the following day the Channel squadron, under Lord Dursley, met these French ships and recaptured the "Bristol." The ship, however, was much damaged, old, and worn out, and, mainly owing to the effects of a shot received in the breadroom, she sank soon afterwards, 20 of her crew perishing with her.

The second "BRISTOL" was a 50-gun ship of 704 tons, launched at Woolwich in 1711. She carried a crew of 350 men, and her length, beam, and draught were 130 ft., 35 ft., and 14 ft.

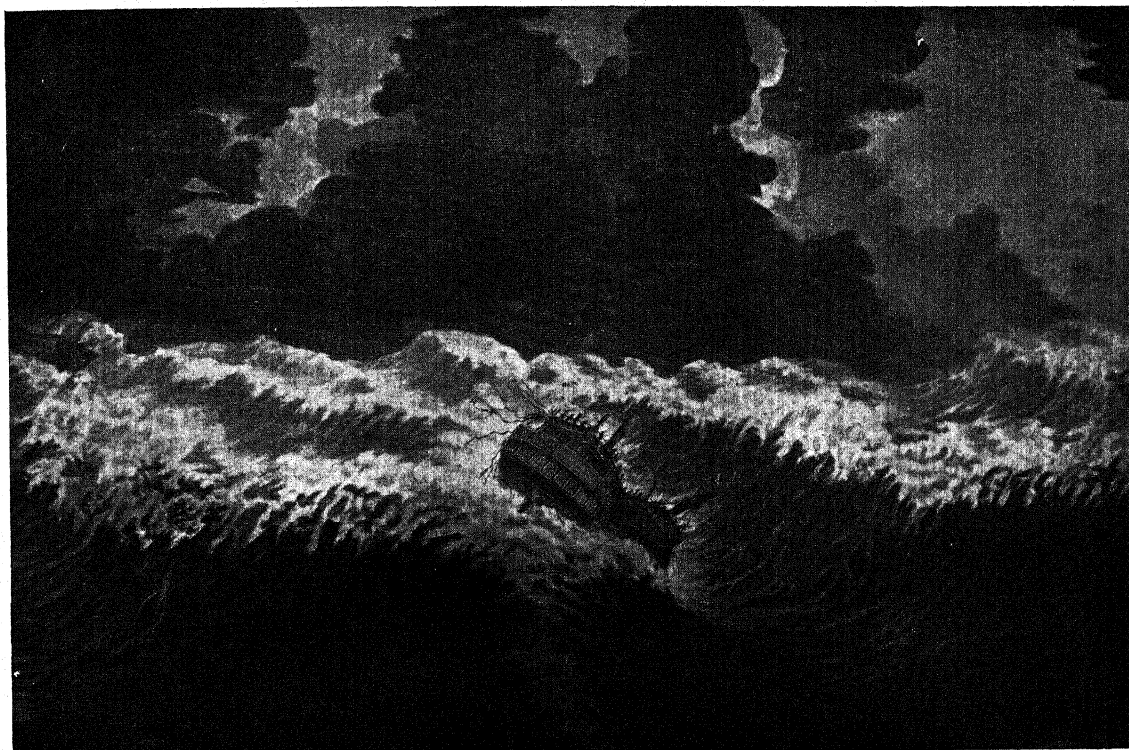
In 1741 the "Bristol" was on the West Indian Station, and while Vice-Admiral Vernon

attacked Santiago de Cuba, the "Bristol" remained at Jamaica with six ships to protect the island and its trade.

In 1746 the "Bristol" was rebuilt at Woolwich, and became of 1021 tons, with a length, beam, and draught of 152 ft., 40 ft., and 17 ft.

In 1746 the "Bristol" captured in the English Channel the French merchantman "Union" with 360,000 dollars on board.

In May 1747 the "Bristol," under the command of Captain the Hon. William Montagu, was in an English fleet of 17 ships under the command of Vice-Admiral George Anson, with his flag in "Prince George." The French fleet, under Admiral de la Jonquière, consisted of 14 men-of-war and a convoy of 24 ships, and was sighted on May 3rd about 70 miles from Cape Finisterre. The French made off, and Anson chased. A running fight of three



After Lieut. W. Elliott, R.N. Engraved by V. Green.

T. H. Parker, Brothers.

THE THIRD "BRISTOL" DISMASTED IN HURRICANE WITH THREE OTHERS.

hours followed, in which 13 French ships were captured, and a small detached squadron captured six of the French convoy. Night saved the rest. The French lost 700 killed and wounded, and the English 520, including one captain. Specie to the value of £300,000 was taken from the prizes. This victory was valuable, if not brilliant. Vice-Admiral Anson was created a peer, and the captured men-of-war were all added to the British Navy. The "Bristol" beat the "Invincible," and then engaged the "Diamant," which struck after a close action of three hours.

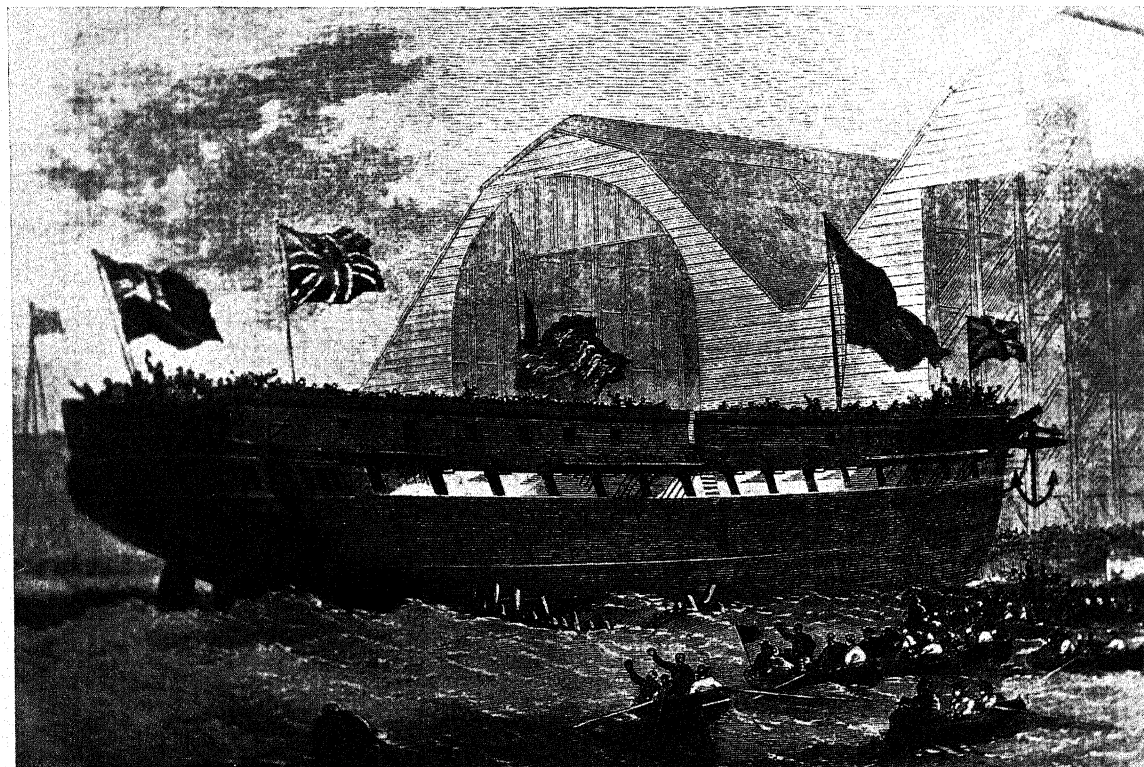
During this action a story is related of Mad Montagu, the captain of the "Bristol." The "Pembroke," wishing to engage the "Invincible," tried to get between the "Bristol" and the enemy. The captain of the "Pembroke" hailed Montagu to get out of the way, or he would run foul of him. "Run foul of me and be damned," replied Montagu. "Neither you nor any man in the world shall come between me and my enemy."

Another story is told of Mad Montagu in connection with the "Bristol." On one occasion he fell in with a large fleet of Dutch merchantmen, and fired several guns at them to compel them to lay to according to custom. The Dutch continued on their course and Montagu pursued. On coming up with them, he took revenge in a way peculiar to himself. He sent away his boats with a carpenter's mate in each, ordering them to cut off twelve

of the ugliest heads they could find in the whole fleet; it being the custom in those days for the Dutch to ornament the extremity of their rudders with a carved head. The carpenters did as commanded, and when the heads were brought on board, Montagu had them placed on brackets around his cabin, contrasting them in the most ludicrous manner, and writing under them the names of the twelve Cæsars.

In 1759 the "Bristol," commanded firstly by Captain Lachlin Leslie, and secondly by Captain Peter Parker, was in a fleet of 11 ships of the line, 10 frigates, and 4 bombs under the orders of Commodore John Moore, who flew his broad pennant in "Cambridge" as Commander-in-Chief of the British force on the Leeward Islands Station.

On January 15th, they arrived in Fort Royal Bay to attack Martinique. On the 16th the "Bristol" silenced and occupied a fort on Negro Point. A general bombardment was then



From a contemporary "Illustrated London News."

LAUNCH OF THE FIFTH "BRISTOL."

carried out and troops landed. The enemy proved to be in great force, and the troops withdrew. St. Pierre, the capital, was bombarded by one ship, and the attempt on Martinique, which had proved a complete fiasco, was abandoned. The fleet then proceeded to attack Guadeloupe. On January 23rd the forts, citadels, and batteries of Basse Terre were bombarded. The "Ripon" got aground, and was in great danger until relieved by the "Bristol." By 5 P.M. the enemy's fire was silenced. On the following day the town was wantonly destroyed by the fire of the four bomb-ships and the troops landed. Basse Terre and Fort Royal were occupied, and the French retired to the mountains, where they made a most courageous stand for three months before they finally surrendered.

In 1768 this "Bristol" was broken up at Plymouth.

The third "BRISTOL" was a 50-gun ship, launched at Sheerness in 1775. She was of 1044 tons, and carried a crew of 350 men. Her length, beam, and draught were 146 ft., 40 ft., and 16 ft.

In 1776 the "Bristol," commanded by Captain John Morris, and flying the broad pennant of Commodore Sir Peter Parker, took part in the war with the American colonies. On June 4th the fleet anchored off Charleston Bar, South Carolina. On the 7th the ships

crossed Charleston Bar, the "Bristol" having some of her guns removed for the purpose. The troops were landed, and the "Bristol" and other ships bombarded Fort Moultrie. On June 28th the Americans in Fort Moultrie concentrated their fire on the "Bristol," the commodore was wounded, Captain Morris and 40 men were killed, and 71 were wounded. Captain Morris was wounded in several places early in the fight. The loss of blood following was so great that his death was inevitable. Noticing this, one of the officers asked him whether he had any directions to give with regard to his family. "None," he replied, "I leave them to the providence of God and the generosity of my country." The State settled a pension on his widow and children. The attack was a failure and was not renewed, and the squadron and troops proceeded to New York, where they joined the flag of Vice-Admiral Lord Howe.

Some additional details of the "Bristol's" work on this occasion will be found in this song in *The Shepherd's Garland*, and reprinted in *Naval Songs and Ballads*:—

Good people of Old England, come, listen unto me,
All you who live at home at ease, and from all dangers
free,
What I'm a-going to mention, and to you shall declare,
Concerning part of our fleet as they a-cruising were.

It is of a late action, as for a truth we hear,
As part of our British fleet for Charles Town they did
steer;
As we the river sailed along the provincials they begun;
The *Bristol*, most unfortunate, she on the bar did run.

Then from the town and batteries they fired on us amain
With red-hot shot all from the shore, on-board of us they
came;
And seeing us lie on the bar, their intentions was so,
Our gallant ship for to blow up and prove our overthrow.

The gallant *Bristol* well behaved, tho' she was in distress,
And all the ships in company kept firing in excess.
Our cannons briskly we discharged, our shot like hail
did pour,
Amongst the blacks and Indians so numerous on the shore.

We engaged many hours, for the best part of the day;
Our brave Commander he was kill'd all in the bloody fray;
Two hundred more brave men were kill'd, th' engage-
ment prov'd so sore,
Upon the decks, poor souls, they lay, all in their purple gore.

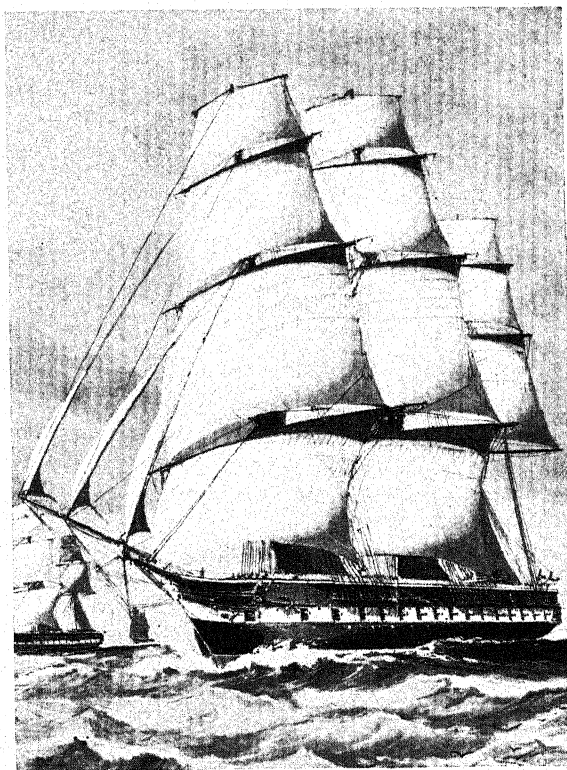
Now to conclude and make an end, Lord send it, all
was o'er,
In love and unity to live as we have done before;
Success unto all Britons bold, that's both by land or sea,
Who now is venturing their lives in North America.

In March 1780 the "Bristol," under the command of Captain Toby Caulfeild, in company with the "Janus" and "Lion," was cruising on the north side of Haïti. On the 20th a French convoy were sighted escorted by five French men-of-war under La Motte-Picquet. The convoy were ordered to harbour, and a distant cannonade began at 5 P.M. and lasted until midnight. The action was general on the following day, the "Bristol" getting out her boats and towing to the support of the others. But after an indecisive cannonade lasting till the 22nd, the French hauled off.

On June 20th, 1780, the "Bristol," commanded by Captain Toby Caulfeild, was, between Bermuda and the West Indies, in a squadron of six vessels under Captain the Hon. William Cornwallis, in the "Lion." They met a French escort of seven French men-of-war under Commodore de Ternay, with a convoy of 6000 French troops. An indecisive action followed, noted only for the seamanlike way in which Captain Cornwallis manœuvred his squadron to save the "Ruby," which had become separated from the other ships.

On October 6th, 1780, the "Bristol," in company with the "Berwick," "Ruby," and "Hector," was dismasted in a hurricane in the West Indies, and an illustration of the event is given elsewhere in this ship's record.

On June 20th, 1783, the "Bristol,"



From a contemporary painting.

H. J. Symonds.

THE FIFTH "BRISTOL."

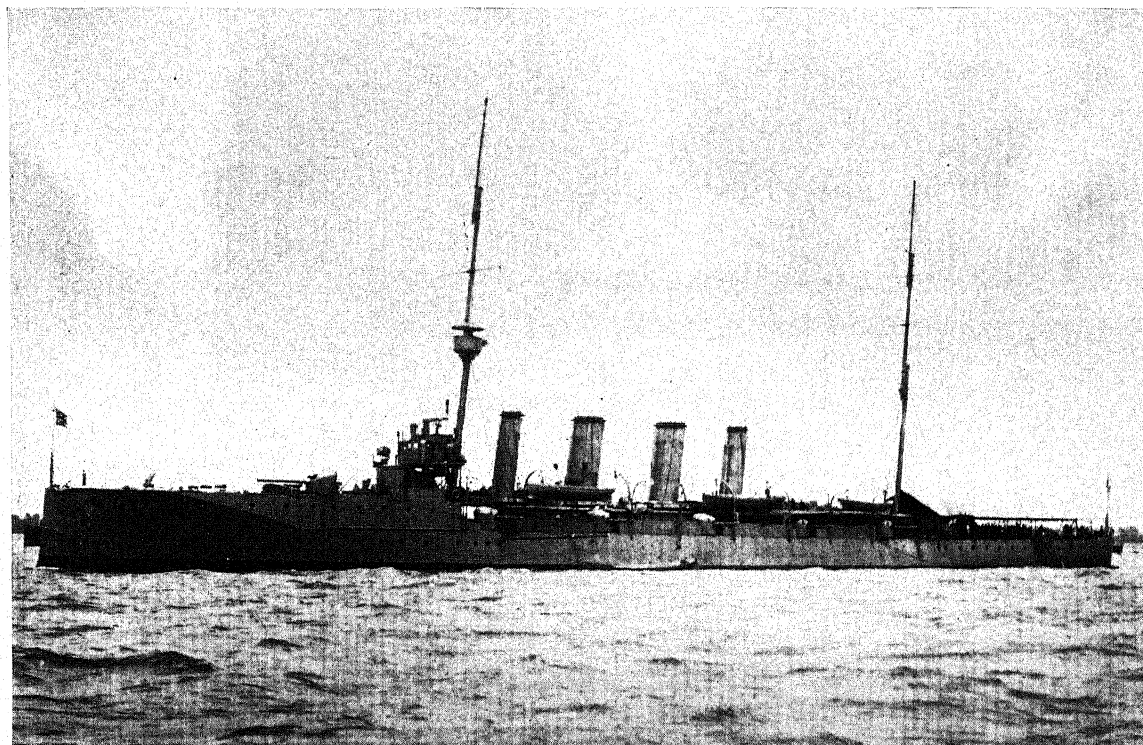
THE KING'S SHIPS

BRISTOL

under the command of Captain James Burney, took part in the fifth action between Vice-Admiral Sir Edward Hughes and Admiral de Suffren. It was known as the battle of Cuddalore. The English fleet consisted of 21, and the French fleet of 18 vessels. The fleets met, and the action began at 4 P.M. on June 20th, and lasted until 7 P.M. The curious point about this action is that, unknown to either belligerent, it was fought five months after the preliminaries of peace had been signed. The French gained a victory strategically and tactically, though no ships were taken on either side. The English loss was 99 killed and 434 wounded, while the French had 102 killed and 386 wounded. The French by this action prevented the reduction of Cuddalore.

This "Bristol" was subsequently converted into an hospital ship, and in 1801 she was broken up.

The fourth "BRISTOL" was a 64-gun ship, launched on the Thames in 1796 as the "Agincourt." She was of 1439 tons, and carried a crew of 491 men. Her



THE SIXTH "BRISTOL."

From the photograph by H. J. Symonds.

length, beam, and draught were 173 ft., 43 ft., and 16 ft. She was given the name of "Bristol" in 1812.

In 1814 the "Bristol" was sold.

The fifth "BRISTOL" was a 50-gun screw frigate, launched at Woolwich in 1861. She was of 4020 tons, 2088 horse-power, and carried a crew of 600 men. Her length, beam, and draught were 250 ft., 52 ft., and 19 ft., and she was of 12 knots speed.

Prior to the establishment of the Training Squadron in 1885, the "Bristol" was used as a seagoing training ship for cadets, and she had before this been reduced to 31 guns.

In 1883 this vessel was sold.

The sixth "BRISTOL" is a 12-gun turbine cruiser, launched at Clydebank in 1910. She is of 4800 tons, 22,000 horse-power, and 25 knots speed. Her length, beam, and draught are 430 ft., 47 ft., and 15 ft.

BRITANNIA

The War of the English Succession—	
The battles off Cape Barfleur and La Hogue	1692
Operations against French coast	1696
The War of American Independence—	
The relief of Gibraltar	1781
Kempenfeldt's action with De Guichen off Ushant	1781
The relief of Gibraltar	1782
Lord Howe's action with Franco-Spaniards off Cape Spartel	1782
The Wars of the French Revolution and Empire—	
Lord Hood's occupation and operations at Toulon	1793
Captured French "Resolue" and French "Vengeur"	1794

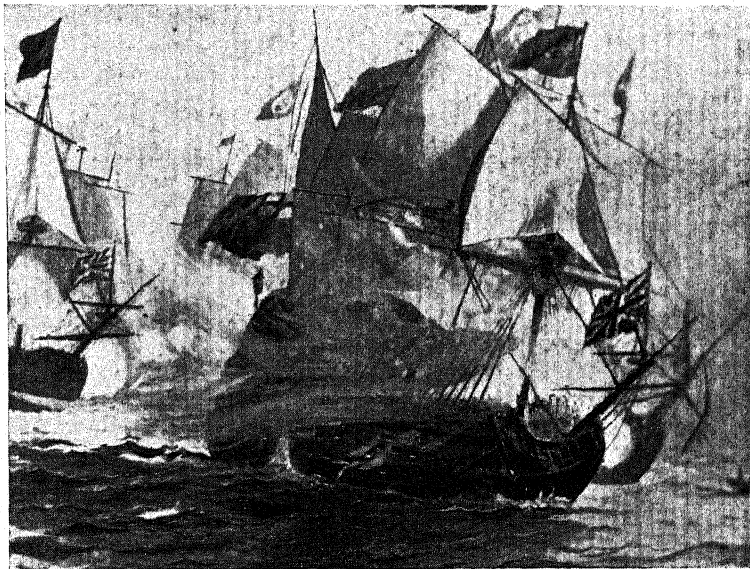
Hotham's action off Genoa	1795
Hotham's action off Hyères	1795
The battle off St. Vincent	1797
The blockade and bombardment of Cadiz	1797
The battle of Trafalgar	1805
Assisted to capture French "Salamandre"	1806
The Russian War—	
The Expedition to the Crimea	1854
The siege of Sebastopol	1854
Muffled oars under Sebastopol	1854
The bombardment of Sebastopol	1854
Training-ship for cadets	1859, etc.



BRITANNIA.—The Roman name of the island Albion, the modern Great Britain. It was conquered by Vespasian, and made a Roman province about 50 A.D. In the fourth century it was divided into five provinces: Britannia Prima, south of the Thames and the Bristol Channel; Britannia Secunda, Wales; Flavia Caesariensis, in the centre of England, including what we now know as the Midland Counties; Maxima Caesariensis, between the Mersey and Humber and the Tyne; and Valentia, between the Tyne and the wall of Antoninus, which extended between the Clyde and the Firth of Forth. The name Britannia has been derived from the Celtic name "Prydhain," but it has also been suggested that it may have been taken from the Celtic "brit" or "brith," meaning painted, the ancient Britons being in the habit of painting their bodies.

The first "BRITANNIA" was launched as a 100-gun ship at Chatham in 1682. She was of 1739 tons, and her length, beam, and draught were 146 ft., 47 ft., and 19 ft. She carried a crew of 780 men, and was regarded as the finest ship of her day. Her figure-head was of elaborate design. There was an effigy of His Majesty King Charles II. on horseback, with a wreath of laurel round his head, and the arm raised, sword in hand, ready to strike.

The model at the Trinity House would seem, according to the measurements made by Mr. Gregory Robinson and Mr. R. C. Anderson, to represent, not the "Britannia," but the "Loyal London," which is described in its place.



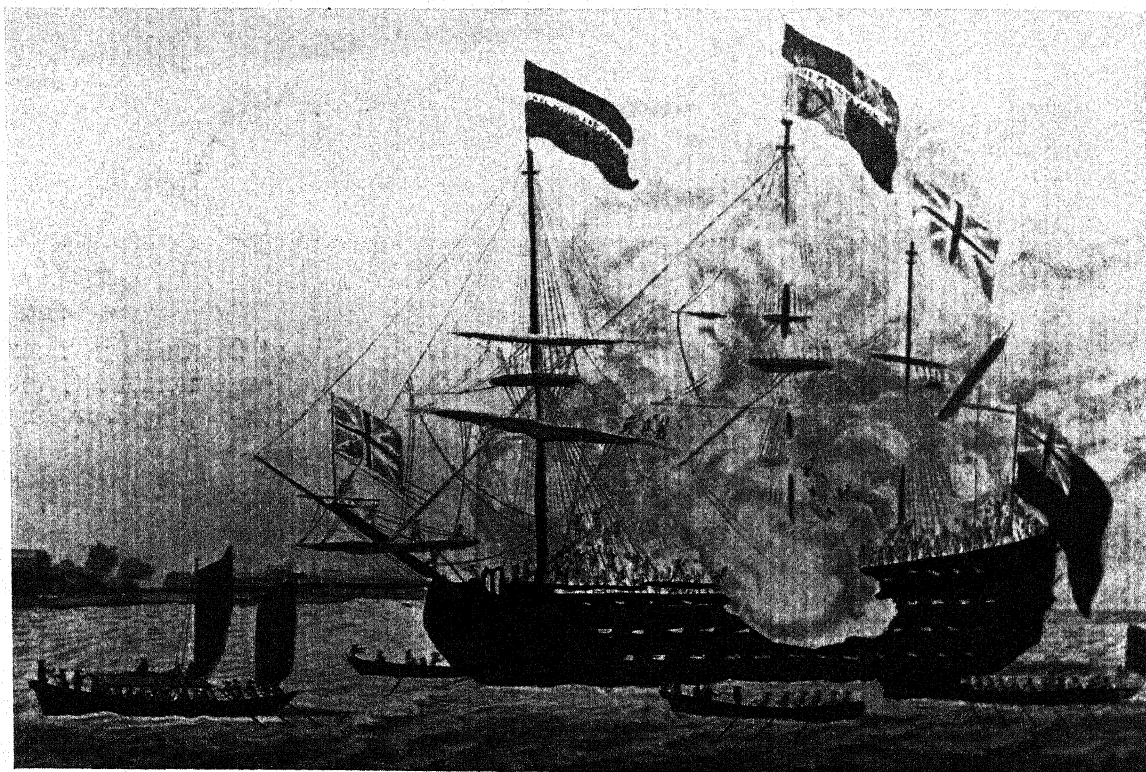
Drawn by C. S. Staniland.

"Navy and Army Illustrated."

THE FIRST "BRITANNIA" AT BARFLEUR.

In 1692, the "Britannia," commanded by Captain John Fletcher, flew the flag of Admiral of the Fleet Sir Edward Russell, and carried also Captain David Mitchell, captain of the fleet, and was the senior flagship in the Anglo-Dutch operations against the French. The Anglo-Dutch fleet had 99 ships of the line, 38 frigates and fireships, and 6756 guns. The French had 44 ships of the line, 13 frigates and fireships, and 3240 guns. The fleets met off Cape Barfleur on May 19th, 1692. The French were commanded by Admiral Tourville, the same Admiral that had defeated the Anglo-Dutch fleet in 1690 at the battle off Beachy Head. The action began at 10 A.M., and was brought to a conclusion during the evening by a thick

fog. The "Britannia" was very hotly engaged with the French flagship, which eventually started to tow out of action. The "Britannia" attempted to tow after her without success, and at midnight her foretopmast was lost in a freshening breeze, having been badly wounded in the fight. On May 20th and 21st the French were defeated, pursued and scattered. On the 23rd Admiral Rooke was ordered to destroy all the French shipping in the Bay of La Hogue. The boats of the fleet were got out, as the enemy had hauled their vessels close into the shore. The French troops destined for the invasion of England assisted in the defence. The French cavalry rode down to the boats, and were pulled off their chargers by the seamen's boathooks, and six French ships were burned. On the following day six more French men-of-war were burned, and also all the transports and storeships. The French undoubtedly made a most gallant defence, but were completely defeated at the end of the six days' operations. Twenty



After T. Baston. Engraved by J. Kirkall.

THE SECOND "BRITANNIA."

T. H. Parker, Brothers.

of their ships saved themselves by flight through the dangerous Race of Alderney, and four more rounded Scotland ere they reached France in safety.

In 1696 the "Britannia" flew the flag of Admiral Lord Berkeley as the head of a fleet operating against the French coast from Belle Isle to the Ile de Ré.

The "Britannia" was laid up in 1697, and broken up in 1715.

The second "BRITANNIA" was launched at Woolwich in 1719. She was of 1894 tons, and carried 100 guns. She carried a crew of 780 men, and her length, beam, and draught were 175 ft., 50 ft., and 19 ft.

In 1735 she carried the flag of Admiral Sir John Norris on the Lisbon Station, and in later years she was converted into an hospital ship.

In 1749 she was broken up.

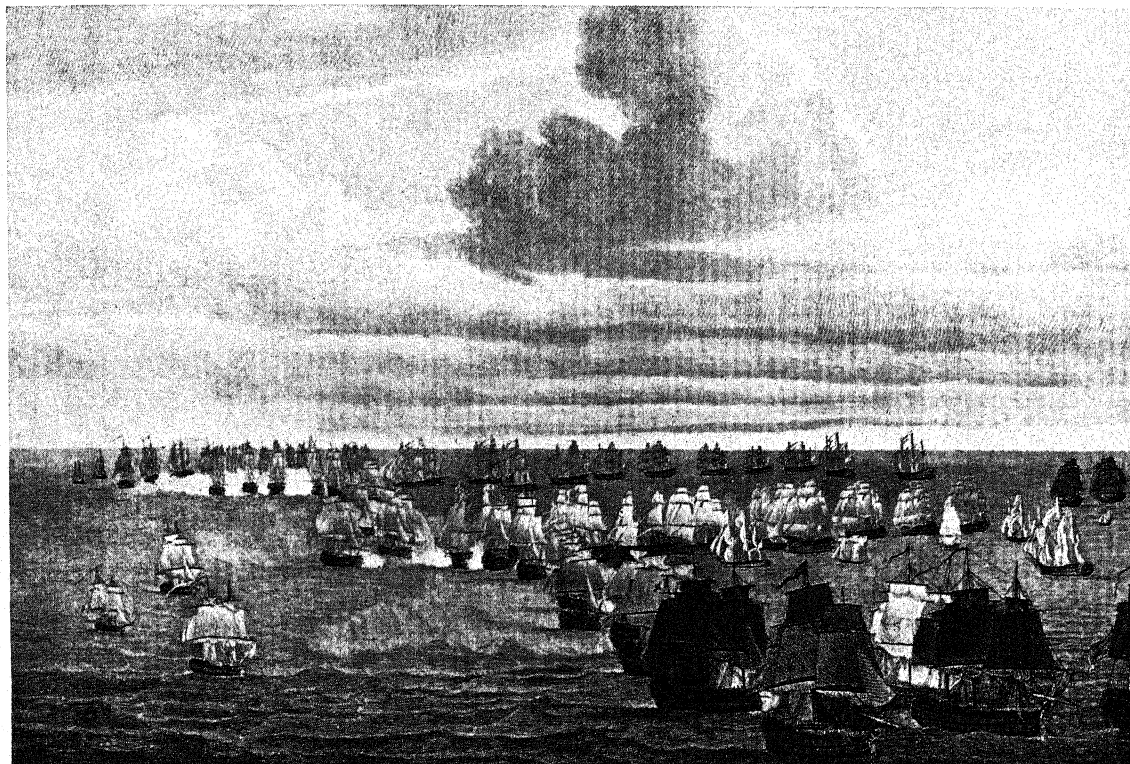
The third "BRITANNIA" was an East India Company's ship of 676 tons, launched in 1761. She finds a place here on account of her war record.

In company with four other vessels she attacked and captured on January 22nd, 1794, two large French privateers, the "Résolue," mounting 26 guns, and the "Vengeur," mounting 34 guns.

The fourth "BRITANNIA" was launched at Portsmouth in 1762. She was of 2090 tons, and mounted 100 guns. She carried a crew of 850 men, and her length, beam, and draught were 178 ft., 52 ft., and 21 ft.

In April 1781 the "Britannia" carried the flag of Vice-Admiral Darby when he effected the relief of Gibraltar with 29 ships of the line. Accompanied by a large convoy, they arrived at Gibraltar on April 12th, and landed the necessary warlike stores, not without great opposition from the besieging Spaniards and a flotilla of single-gun gunboats in the bay. In one week the revictualling was accomplished and the relief effected. The fleet returned to England, arriving at Spithead on May 22nd.

In 1781 the "Britannia," commanded by Captain James Bradley, was in a fleet of 13 ships of the line, 4 frigates, and 1 fireship, under the command of Rear-Admiral Richard Kempenfeldt, with his flag in "Victory." They met Rear-Admiral De Guichen, with 19 French



After N. Pocock. Engraved by J. Fittler.

THE ATTACK AT TRAFALGAR.

British Museum.

ships of the line and a large convoy, 150 miles to the south-west of Ushant on December 12th. De Guichen had allowed his convoy to get scattered, and the British ships swooped down and captured 20 of them. The French men-of-war were unable to assist their merchantmen owing to the wind, and the British carried off 15 prizes laden with naval and military stores of great money value, and of greater military importance, destined for the West Indies. A few days later a storm dispersed and shattered the remaining French ships.

In 1782 the "Britannia," under the command of Captain C. Hills, and flying the flag of Vice-Admiral the Hon. Samuel Barrington, sailed from Spithead on September 11th in a fleet of 183 sail in all. They were under the command of Admiral Lord Howe, with his flag in "Victory," for the relief of Gibraltar, which at that time was besieged by the French and Spanish fleets. On October 8th, while off Cape St. Vincent, the "Latona" frigate was sent ahead for news, and she returned on the 10th with the pleasing information that Gibraltar had successfully repulsed a big attempt at capture. Owing to Lord Howe's great skill and ability, the enemy's fleet was held in check while the convoy reached Gibraltar with the necessary warlike stores and supplies. On October 20th the allies were met in

the Straits of Gibraltar off Cape Spartel, and a partial and indecisive engagement resulted, in which the British loss was 68 killed and 208 wounded, to which the "Britannia" contributed 8 killed and 13 wounded. The French lost 60 killed and 320 wounded. But Gibraltar was relieved and the English fleet regained Spithead on November 14th.



After F. S. Copley, R.A.
Engraved by W. Ridley.

T. H. Parker, Brothers.

Sam. J. Hotham

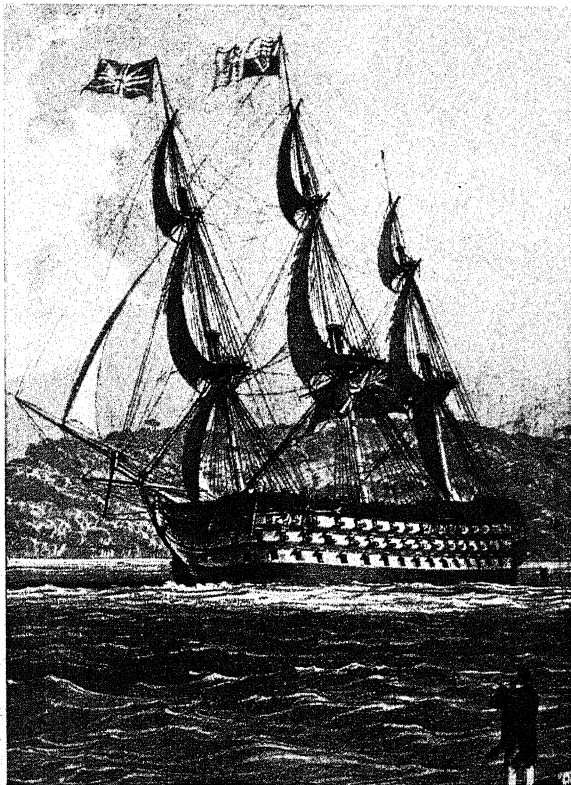
population, and before leaving destroyed the of the ships in the harbour. The Royalists who were left behind were massacred by the Republicans. It is interesting to note in connection with this affair that while Nelson was present in the harbour commanding the "Agamemnon," Napoleon was with the Republican besiegers.

In 1795 the "Britannia," commanded by Captain John Holloway, and flying the flag of Vice-Admiral William Hotham, was in a combined British and Neapolitan fleet of 24 ships under command of Vice-Admiral Hotham. They took part in an action with the French off Genoa. The French fleet consisted of 22 ships. The enemy were sighted on March 11th, and after a chase a partial action took place on the 13th. A further action took place on the following day, and two French ships were captured. The total British loss was 74 killed and 284 wounded, to which the "Britannia" contributed 1 killed and 18 wounded. The total French loss is not known, but the two captured French vessels alone lost 400 killed and wounded. Historians consider that Vice-Admiral Hotham did not take full advantage of his opportunities.

On July 7th, 1795, Captain Horatio Nelson discovered the French fleet off Capo Mele, and returned to Admiral Hotham with the information, after being chased.

On July 9th Admiral Hotham, with his flag in "Britannia," sailed from San Fiorenzi, at the head of a combined fleet of 32 British and Neapolitan vessels. The French

In 1793 the "Britannia," commanded by Captain John Holloway, and flying the flag of Vice-Admiral Hotham, was one of a fleet of 51 ships of various kinds commanded by Vice-Admiral Lord Hood, with his flag in "Victory." They arrived off Toulon on August 15th to keep the French fleet in check. Inside the port there were 58 ships, frigates, and corvettes. The Royalist forces surrendered the town, works, and ships to Lord Hood, who landed seamen and took possession of the forts. The Spaniards, under Admiral Don Juan de Langara, co-operated with the English. Soon afterwards the French Republican forces laid siege to the town, and continued their operations with such activity that on December 15th the English and Spanish allies were forced to evacuate the place. They took away with them 15,000 of the Royalist dockyards and magazines and a large number



After J. L. Hornbrook.
Lithographed by L. Haghe.

Admiral Sir John Hopkins.

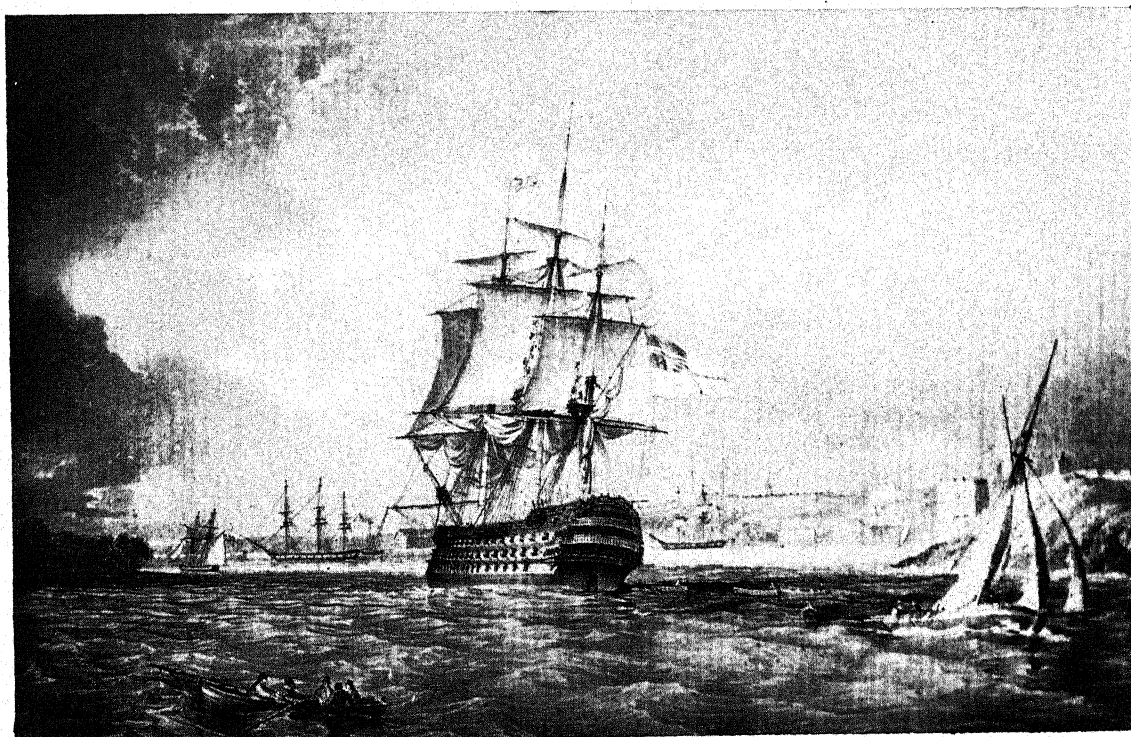
THE FOURTH "BRITANNIA."

fleet consisted of 23 ships under Vice-Admiral Martin. On July 13th the French fleet was sighted off Hyères, and the British at once chased. The action began at 12.30 P.M. At 2 P.M. a French ship struck her colours, and at 3 P.M. Admiral Hotham stopped the action. The British lost 11 killed and 28 wounded, and had captured one ship. Admiral Hotham's decision to cease fighting was very severely criticised.

In 1797 the "Britannia," commanded by Captain Thomas Foley and flying the flag of Vice-Admiral Charles Thompson, was one of a fleet of 15 ships and 7 small craft commanded by Admiral Sir John Jervis, with his flag in "Victory." On February 14th they fought a battle off Cape St. Vincent with a Spanish fleet of 27 ships commanded by Admiral Don José de Córdova. On February 13th the "Minerve," flying the broad pennant of Commodore Horatio Nelson, joined Sir John Jervis and informed him that the Spaniards were at sea. The Spanish fleet was sighted at 6.30 A.M. on the 14th, and the British at once chased. The British leading ship opened fire at 11.30 A.M. The action was general by 1.30. The "Captain," with Commodore Horatio Nelson on board, boarded and captured the "San Nicolas" and "San Josef," which had fouled one another. The action ceased at about 4.30 P.M. The British had captured four Spanish ships of the line, and had crippled several others. The British lost no ships, but had 73 men killed and 227 wounded seriously. The Spaniards lost about 1000 killed and wounded. Sir John Jervis was created Baron Jervis and Earl St. Vincent, and awarded a pension of £3000 a year, but it had already been decided to make him a Baron before this victory. Several Baronetcies and Knighthoods were given, and the thanks of both Houses of Parliament were voted to the fleet. The "Britannia" lost one man killed.



Castles' Shipbreaking Company.
QUARTER BADGE OF THE SEVENTH
"BRITANNIA."



After J. L. Hornbrooh. Lithographed by L. Haghe.

"BRITANNIA" ENTERS PLYMOUTH AFTER TRAFALGAR.

Admiral Sir John Hopkins.

THE KING'S SHIPS

BRITANNIA

On April 4th the "Britannia" arrived off Cadiz in the fleet commanded by Admiral Sir John Jervis which established a blockade of the remnant of the Spanish fleet.

On July 3rd Cadiz was bombarded, and the boats of the fleet unsuccessfully attacked.

On July 5th Cadiz was again bombarded without much success, and soon afterwards the British fleet withdrew.

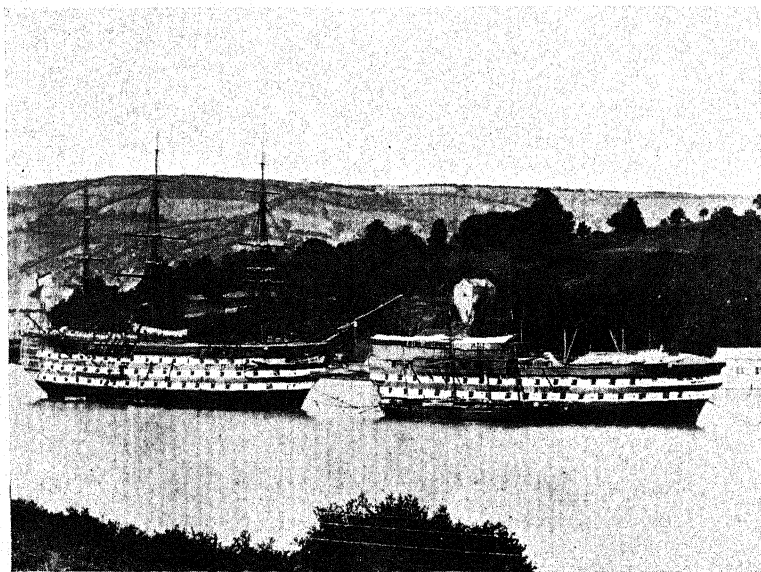
On October 21st, 1805, the "Britannia," commanded by Captain Charles Bullen, and flying the flag of Rear-Admiral the Earl of Northesk, took part in the battle of Trafalgar.

The English fleet consisted of 27 ships, 4 frigates, and 2 small craft, under Vice-Admiral Lord Nelson, with his flag in "Victory."

The Franco-Spanish fleet consisted of 33 ships, 5 frigates, and 2 small craft under Vice-Admiral Villeneuve and Admiral Don Frederico Gravina. At daybreak the enemy were discovered 11 miles to leeward. The British fleet stood down to the attack in two lines, and the French opened fire on the leader of the lee line at noon. At 12.10 Vice-Admiral Cuthbert Collingwood broke the enemy's line, and at 1 P.M. Lord Nelson did the same. As soon as the light wind permitted, the remaining British ships came up and engaged, and at 1.30 the battle

was at its height. The "Britannia" engaged first the Spanish "San Francisco de Asis," and then the Spanish "Rayo."

At 1.25 P.M. Lord Nelson was mortally wounded while walking the "Victory's" quarter-deck with his flag-captain, and by 3 P.M. the firing had diminished. At 4.40 P.M., having learned of the completeness of the victory, the British Commander-in-Chief quietly and without a struggle ceased to breathe. By 5 P.M. the fight was over, the fleet being 8 miles N.W. by W. off Cape Trafalgar. The British lost 449 killed, which included Vice-Admiral Lord Nelson, 2 captains, and 34 officers; and 1241 wounded, which included 106



Commander C. E. Cunninghame-Graham, R.N.

THE SEVENTH "BRITANNIA."

officers. The British ships suffered severely in the hulls, and many were wholly or partially dismasted. The Franco-Spaniards lost 18 ships captured, of which 1 blew up. It appears that the enemy lost about 7000 killed or wounded, which included 2 Admirals and 7 captains killed. The remainder of the allied fleet managed to escape, and six months afterwards the French Commander-in-Chief, Vice-Admiral Villeneuve, died at Rennes, it is said by his own hand, and was buried without military honours.

Of the 17 prizes, two sank, six were wrecked and lost in a storm after the battle, two were burned, and one was destroyed. The eldest surviving brother of Lord Nelson was created an Earl with £5000 a year settled on the title in perpetuity, and was given £99,000 to buy an estate. An annuity of £2000 was assigned to Lady Nelson, and a sum of £15,000 was given to each of Nelson's two sisters. Vice-Admiral Collingwood was created a Peer with £2000 a year, and Flag-Captain Thomas Masterman Hardy was made a Baronet. A large number of lieutenants were promoted, and the fleet received the thanks of both Houses of Parliament. The "Britannia" lost 10 killed and 42 wounded.

The "Britannia's" name was changed to "St. George" in 1812.

The fifth "BRITANNIA" was a 20-gun hired armed merchant vessel of 535 tons and 34 guns.

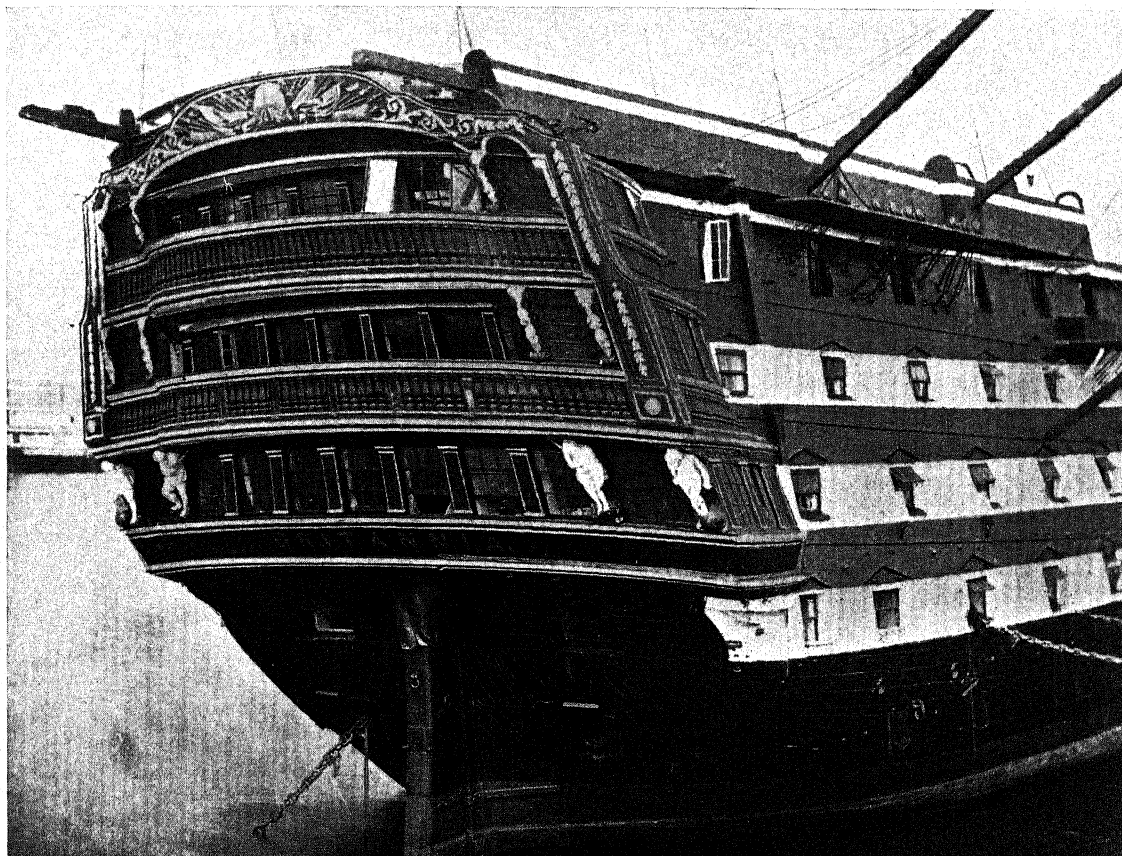
In April 1782, while commanded by Commander M. Davis, she was wrecked, and lost with her crew on the Kentish Knock.

The sixth "BRITANNIA" was a hired armed cutter, mounting 10 guns.

It is difficult to identify her, but she appears to have been the 69-ton vessel, which, carrying a crew of 25 men, was first hired in 1793.

On October 12th, 1806, the "Britannia," in company with the "Constance," "Strenuous," and "Sheldrake," drove ashore near Cape Fréhel the French 26-gun vessel "Salamandre." They then worked in under a heavy fire from the batteries and captured her with a loss of 10 killed and 23 wounded. The "Constance" ran aground and was taken by the French. The French lost about 40 killed and wounded.

The seventh "BRITANNIA" was an 120-gun ship, launched at Plymouth in 1820. She was of 2602 tons, and carried a crew of 900 men. Her length, beam, and draught were 205 ft., 53 ft., and 18 ft.



STERN OF SEVENTH "BRITANNIA."

Captain Charles A. Forlong, R.N.

In 1854 the "Britannia," commanded by Captain Thomas Wren Carter, and flying the flag of Vice-Admiral James Dundas, was engaged in the war with Russia.

In August of that year cholera attacked the fleet, and within three days 112 men belonging to the "Britannia" died of this disease.

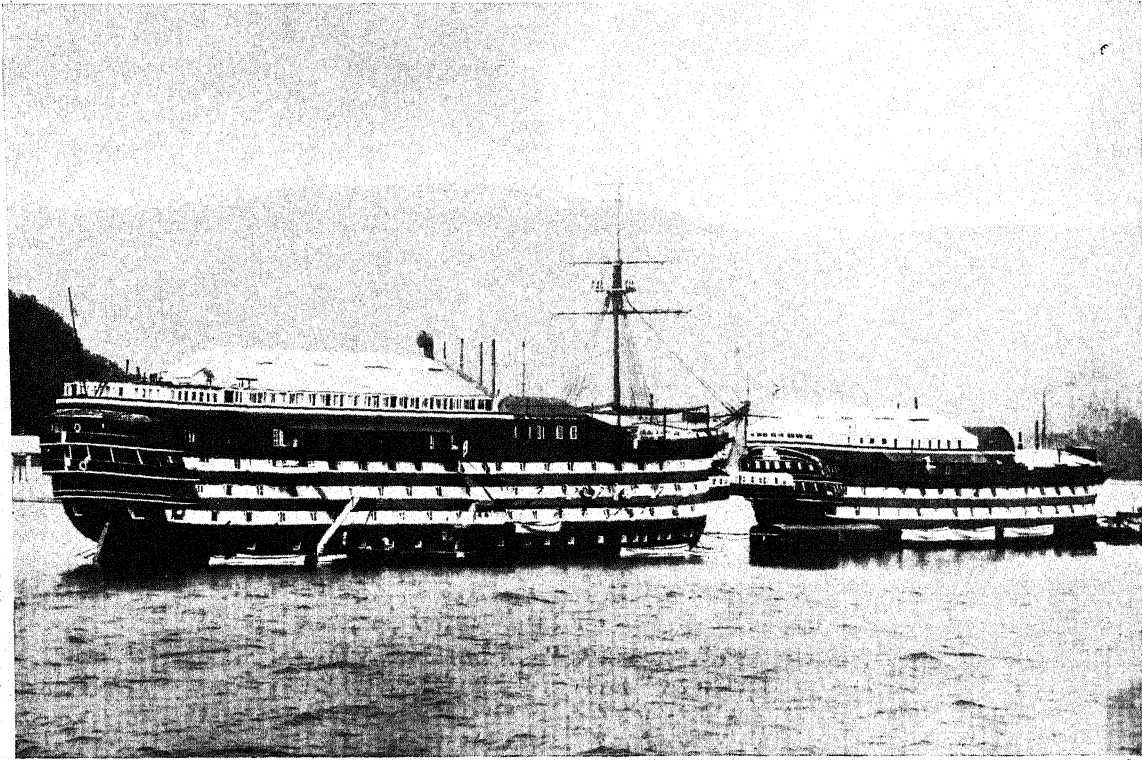
In September a Naval Brigade of 2400 seamen, 2000 marines, 65 officers, 50 shipwrights, and 140 guns were landed to assist the army in the siege of Sebastopol, the "Britannia" landing 200 men, Lieutenant George Greathead being killed.

On October 16th an act of distinguished daring was performed by the master of the "Britannia," with others, in a boat with muffled oars. Eluding the Russian guardboats, some of which hailed them, they took soundings close under the forts of Sebastopol, and returned with useful information.

THE KING'S SHIPS

BRITANNIA

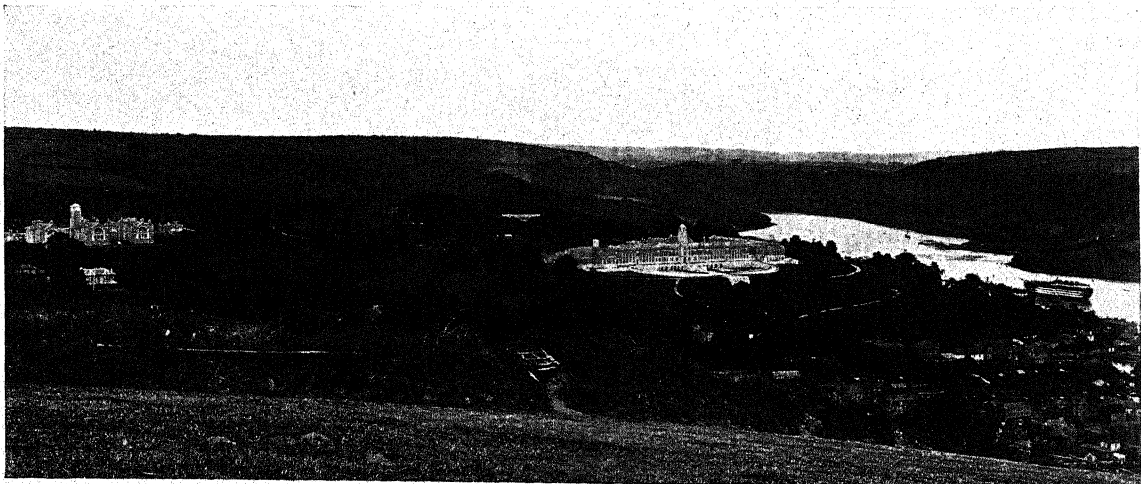
On October 17th, 1854, the "Britannia," flying the flag of Vice-Admiral Dundas, was at the head of a combined Anglo-French fleet of 54 vessels which took part in the first bombard-



THE EIGHTH "BRITANNIA."

From the photograph by H. J. Symonds.

ment of Sebastopol. Two Turkish ships of the line also assisted in the attack, which, from the land side, began at daybreak. There being no wind, the steam vessels towed the sailing



From the photograph by Balley & Flower.

ROYAL NAVAL COLLEGE, DARTMOUTH, ALSO SHOWING THE OLD TRAINING SHIP.

ships into action, the "Britannia" being towed by the "Furious," and the fleet began to bombard at 1.30 P.M. At 6 P.M. the British ships withdrew, having lost 44 killed and 266 wounded. The French lost 212 killed and wounded, but the Russians in Sebastopol admitted

a loss of 1100 killed and wounded, though the real number is believed to be much nearer 5000. The British ships suffered severely in masts, yards, and rigging, the "Britannia" had 70 shot in her hull, but very little serious damage was done to the Russian batteries.

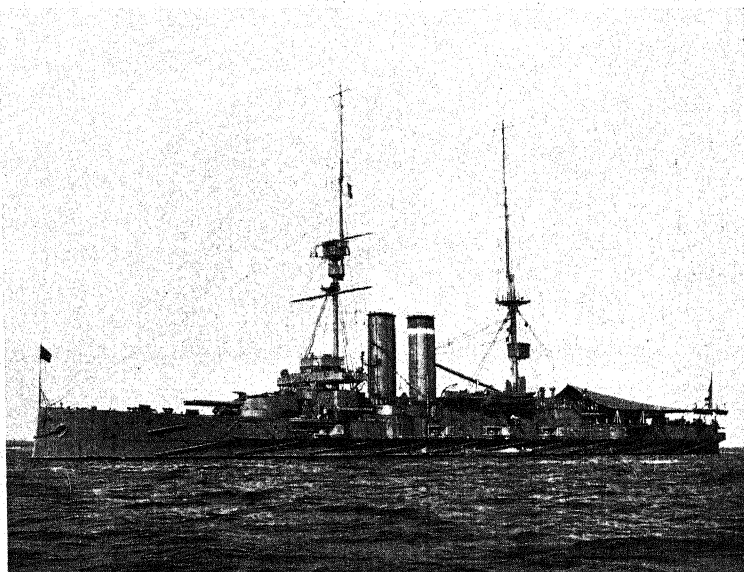
On January 1st, 1859, the "Britannia" was commissioned as a training-ship, the first to be exclusively devoted to the education of Naval cadets, under the command of Captain Robert Harris. This officer, a famous man of his time, initiated the cadet training-ship system, and the Service owes much to him. Admiral Sir William Martin, then Commander-in-Chief of the Mediterranean, wrote to him in 1861:—"There is no man in England whose opportunity of doing good to our country, for ages to come, is greater than yours." He commanded the "Illustrious," a seamen's training-ship, and the "Britannia" for over eight years, devoting himself to the cause of Naval education. He could not be spared to go to sea while in the training-ships, and by some oversight he was not again offered a ship after leaving the "Britannia." She was stationed first at Portsmouth, then at Portland, and finally at Dartmouth, where she remained six years, being broken up in 1869.

The 8th "BRITANNIA" was laid down as a sailing three-decker, but was launched as an 131-gun screw ship at Portsmouth in 1860. She was soon afterwards renamed "Prince of Wales," but in 1869, when she proceeded to Dartmouth as training-ship for Naval cadets, she was again named "Britannia." She was of 6201 tons, 3352 horse-power, and her length,

beam, and draught were 252 ft., 60 ft., and 21 ft.

For over forty years this vessel has lain in the River Dart performing the duties of training-ship for Naval cadets. From June 5th, 1877, to July 24th, 1879, H.R.H. the Duke of Clarence, and his brother H.R.H. Prince George of Wales, now His Most Gracious Majesty King George the Fifth, served in this ship as Naval cadets. It is only since 1905 that a Naval college on shore has taken over most of her duties. Her victories have been those of peace. Her memory will never fade, and she is regarded with feelings of warmest affection by every Naval officer who has had the honour of beginning his Naval career in her. An admirable history of the training-ships for cadets will be found in Commander E. P. Statham's *The Story of the Britannia*.

The ninth "BRITANNIA" is an 18-gun twin-screw battleship, launched at Portsmouth in 1904. She is of 16,350 tons, 18,725 horse-power, and 18.7 knots speed. Her length, beam, and draught are 425 ft., 78 ft., and 27 ft.



From the photograph by Ernest Hopkins.

THE NINTH "BRITANNIA."

BRITOMART

The Wars of the French Revolution and Empire—

Assisted to capture French "Eole" 1812

The bombardment of Algiers 1816

A famous novelist 1827

Founded Port Essington 1848

The Australian survey 1849

The Fenian Rising in Canada. 1865-7

BRITOMART.—The legendary daughter of King Ryence of Wales. She was the personification of saintly chastity and purity of mind.

The first "BRITOMART" was a Danish 18-gun brig sloop, originally named "Glommen." She was surrendered to the British at the capture of Copenhagen in 1807. She was of 303 tons, and carried a crew of 100 men. Her length, beam, and draught were 94 ft., 27 ft., and 8 ft. There appears to have been some confusion about this vessel's name, as in some records she is still spoken of as "Glommen" and in others as "Britomart."

In 1809, while commanded by Captain Charles Pickford, the "Britomart" was lost at Barbados.

The second "BRITOMART" was a 10-gun brig sloop, launched in 1808 at Deptford. She was of 238 tons, and carried a crew of 76 men. Her length, beam, and draught were 90 ft., 24 ft., and 9 ft.

On July 16th, 1812, off Heligoland the "Britomart," commanded by Commander William Buckley Hunt, with the "Osprey" and "Leveret" in company, sent their boats in chase of



After T. Whitcombe. Engraved by T. Sutherland.

T. H. Parker, Brothers.

BOMBARDMENT OF ALGIERS.

the French lugger privateer "Eole," 14 guns, which, after a determined pursuit and an obstinate final struggle, was boarded and captured with a British loss of 2 killed and 12 wounded.

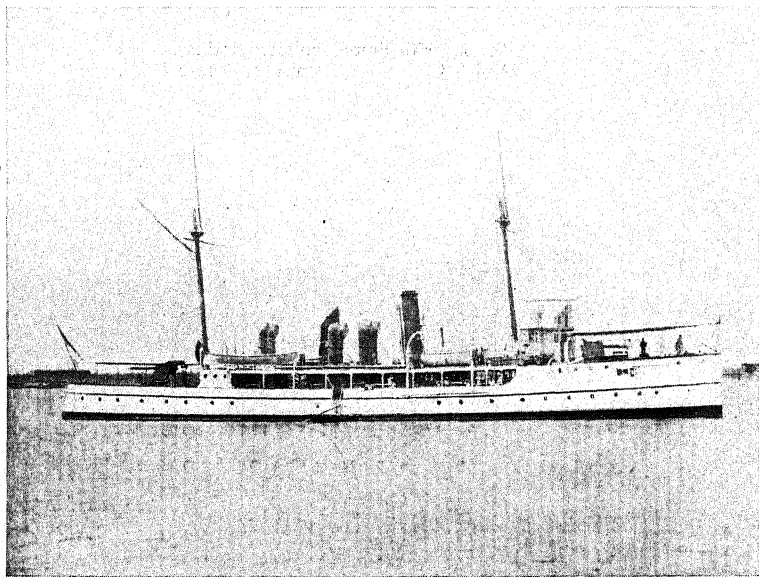
On August 14th, 1816, the "Britomart," commanded by Commander Robert Riddell, was one of a combined fleet of 36 Anglo-Dutch vessels proceeding from Gibraltar to bombard Algiers under Admiral Lord Exmouth, with his flag in "Queen Charlotte."

The Dey was called upon to release Christian slaves, to refund certain monies which had been paid for the freeing of slaves, and to liberate the imprisoned British Consul. The Dey did not comply, whereupon the fleet stood into the bay and anchored on August 27th at 2.30 P.M. The bombardment, which was of a very fierce character, was at once begun, and by 7 P.M. the town, arsenal, storehouses, and vessels within the Mole were burning briskly. The Moorish guns to the number of 1000 replied with

vigour, and at 10 P.M., the Moorish fire having been practically silenced, the British fleet cut their cables, and stood out into the bay beyond reach of the forts. On the following morning preparations were made to renew the bombardment, but the Dey at once acceded to the terms. One thousand and eighty-three Christian slaves were freed, ransoms were restored, and an indemnity of 3000 dollars, together with an apology, was given to the Consul. The Moors lost between four and seven thousand killed and wounded. The British lost 128 killed and 690 wounded. Lord Exmouth was elevated to the dignity of a Viscount, and many other promotions and rewards were given.

In 1819 the "Britomart" was sold.

The third "BRITOMART" was a 10-gun brig sloop, launched at Ports-



From the photograph by H. J. Symonds.
THE SIXTH "BRITOMART."

mouth in 1820. She was of 237 tons, and carried a crew of 75 men. Her length, beam, and draught were 90 ft., 25 ft., and 9 ft.

For some time this vessel was commanded by Captain Frederick Chamier, who, after she was paid off in 1827, began a literary career with *A Sailor's Life*, *Ben Brace*, etc.

THE KING'S SHIPS

BRUIZER

In 1843 this "Britomart" was sold at Singapore for 4869 dollars.

The fourth "BRITOMART" was an 8-gun brig, launched at Pembroke in 1847. She was of 330 tons. Her length, beam, and draught were 93 ft., 29 ft., and 11 ft.

In 1848-49 the "Britomart," commanded by Captain Owen Stanley, founded the colony of Port Essington, and did useful surveying work in Australian waters.

After being transferred to the coastguard in 1857, this vessel did duty as a watch-vessel. She was broken up at Chatham in 1874.

The fifth "BRITOMART" was a 2-gun screw gunboat, launched at Newcastle in 1860. She was of 330 tons, 200 horse-power, 8 knots speed, and carried a crew of 40 men. Her length, beam, and draught were 120 ft., 22 ft., and 8 ft.

In 1865-67 the "Britomart," commanded by Lieutenant Arthur H. Alington, was one of 13 ships under Captain Algernon de Horsey, in the "Aurora," which were employed in Canadian waters during the Fenian rising. Their services, which were principally of a preventive nature, were rewarded by the issue of a medal in 1899, or over thirty years afterwards.

In 1892 the "Britomart" was sold, and is illustrated herein as being broken up.

The sixth "BRITOMART" is a 2-gun twin-screw gunboat, launched at Liverpool in 1899. She is of 710 tons, 1300 horse-power, and 13 knots speed. Her length, beam, and draught are 180 ft., 33 ft., and 8 ft.

BRUIZER

BRUISER.

The Wars of the French Revolution and Empire—
The blockade of Boulogne 1804

Actions with French invasion flotilla 1804-5
Assisted to capture Danish "Coureer" . . . 1809



BRUIZER.—One who bruises. A man who fights with his fists. A pugilist.

The first "BRUIZER" was a 12-gun brig, launched on the Thames in 1797. She was of 160 tons, and carried a crew of 50 men. Her length, beam, and draught were 75 ft., 22 ft., and 6 ft.

In 1802 this "Bruizer" was sold.

The second "BRUIZER" was a 12-gun brig, launched at Northfleet in 1804. She was of 180 tons, and carried a crew of 50 men. Her length, beam, and draught were 80 ft., 23 ft., and 7 ft.

In August 1804 the "Bruizer," commanded by Lieutenant Thomas Smithies, was engaged in the blockade of Boulogne, and on several occasions she engaged the French gunboats lying there under the protection of the batteries.

In April 1805 the "Bruizer," commanded by Lieutenant Thomas Smithies, was engaged on the French coast in watching the French flotilla organised for the invasion of England.

On April 24th the "Bruizer" took part in a small engagement with some of these French vessels off Boulogne, in which eight French schuyts were captured.

In May 1809 the "Bruizer," while in the North Sea in company with the "Briseis," captured the Danish gunboat "Coureer."

In 1815 the "Bruizer" was sold.

THE KING'S SHIPS

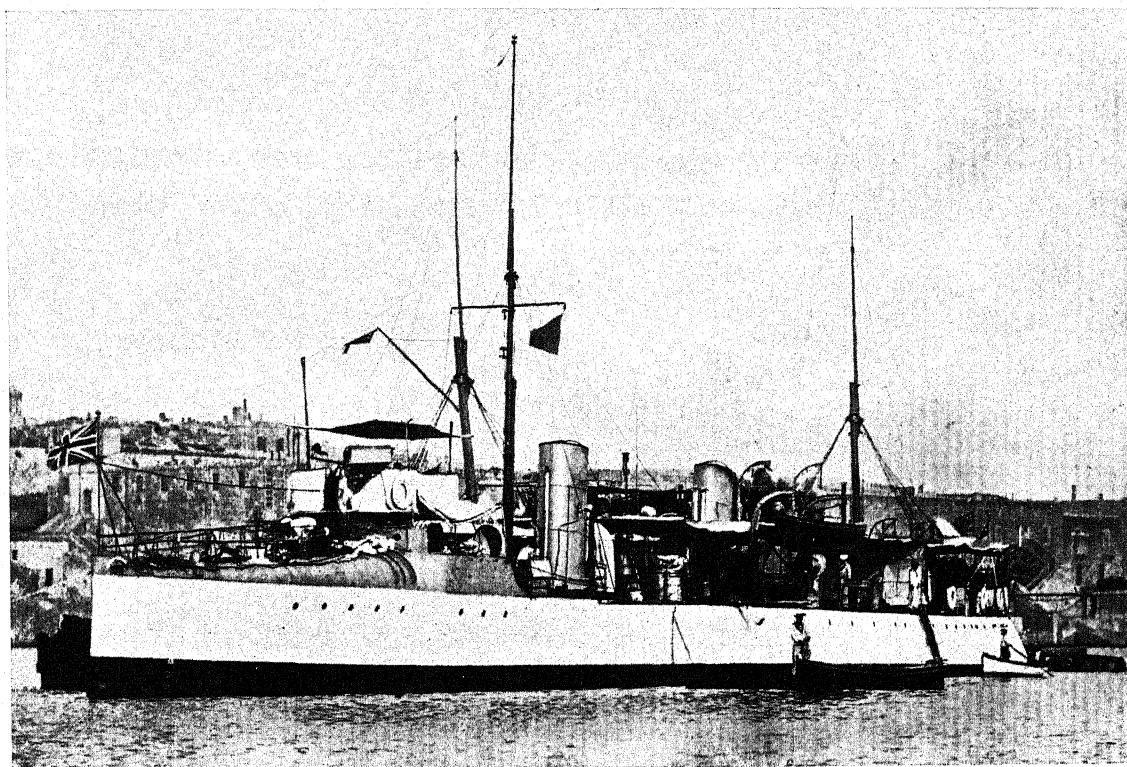
The third "BRUIZER" was a screw vessel, built at Stockton and purchased in 1854. She was of 580 tons and 80 horse-power. Her length, beam, and draught were 183 ft., 25 ft., and 12 ft.

In 1857 the "Bruizer" was sold, after acting for some time as a flour-mill at Deptford.

The fourth "BRUIZER" was a 2-gun screw gunboat, launched at Haslar in 1867. She was of 330 tons, 200 horse-power, and 8 knots speed, and carried a crew of 40 men. Her length, beam, and draught were 120 ft., 22 ft., and 8 ft.

In 1886 this vessel was sold.

The fifth "BRUIZER" is a twin-screw torpedo-boat destroyer, launched at Chiswick in 1895. She is of 280 tons, 4300 horse-power, and 27 knots speed. Her length, beam, and draught are 202 ft., 19 ft., and 7 ft.



THE FIFTH "BRUIZER."

From the photograph by Richard Ellis.

BULLDOG

The Wars of the French Revolution and Empire—

Lord Hood's occupation and operations at Toulon	1793
The capture of St. Lucia	1794
The capture of Guadeloupe	1794
The capture of St. Lucia, St. Vincent, and Grenada	1796
Captured Spanish "San Leon"	1798
The bombardment of Alexandria	1799
The blockade of Naples	1799
Action with French off Ancona	1801

The Russian War—

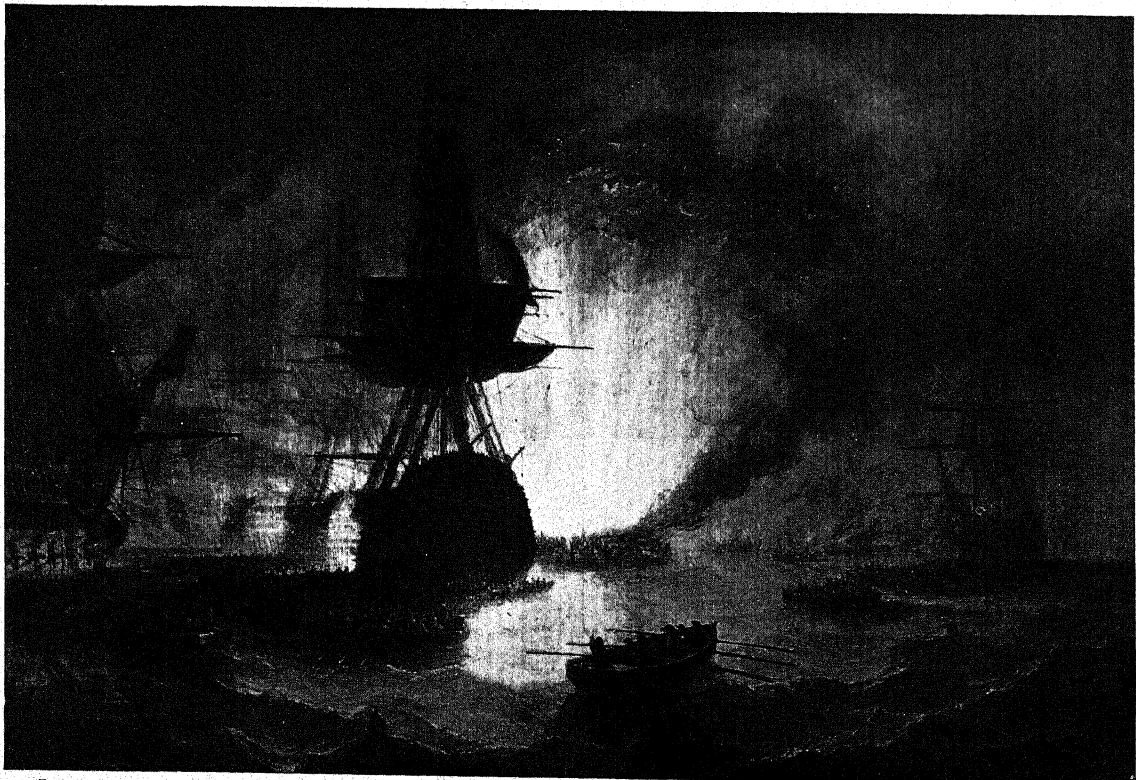
The Baltic Expedition	1854
The bombardment and capture of Bomarsund	1854
The blockade of the coast of Courland	1855
Affairs at Cronstadt and Biörko	1855
Operations at Hayti	1865
Destruction of Salnavist "Voldrogue"	1865
The bombardment of Fort Cirolet	1865



BULLDOG.—A breed of dog regarded as peculiarly English, England being the only country in which it has been kept pure. The bulldog disputes with the greyhound the honour of being the oldest known dog. It should convey an impression of determination and strength without unwieldiness. In general appearance it is a smooth-coated and compact dog, low in stature, but broad and powerful, with a massive head large in proportion to its body, which is short and well knit. The bulldog was extensively used for bull-baiting, whence he derives his name. The bulldog is a most devoted and faithful companion, and ranks among the bravest animals.

The first "BULLDOG" was a 16-gun ship sloop, launched at Dover in 1782. She was of 317 tons, and carried a crew of 125 men. Her length, beam, and draught were 98 ft., 27 ft., and 11 ft.

In 1793 the "Bulldog," commanded by Commander George Hope, was one of a fleet of 51 ships commanded by Vice-Admiral Lord Hood, with his flag in "Victory." They arrived off Toulon on August 15th to keep the French fleet in check. Inside the port there were 58 ships, frigates and corvettes. The Royalist forces surrendered the town, works, and ships to



Painted by W. A. Knell, sen.

THE CONFLAGRATION AT TOULON.

Castles' Shipbreaking Company.

Lord Hood, who landed seamen and took possession of the forts. The Spaniards, under Admiral Don Juan de Langara, co-operated with the English. Soon afterwards the French Republican forces laid siege to the town, and continued their operations with such activity that on December 15th the English and Spanish allies were forced to evacuate the place. They took away with them 15,000 of the Royalist population, and before leaving destroyed the dock-yards and magazines, and a large number of the ships in the harbour.

In 1794 the "Bulldog," commanded by Commander Edward Browne, was in a fleet of 37 vessels in all commanded by Vice-Admiral Sir John Jervis, with his flag in "Boyne," which proceeded to St. Lucia, and landed troops on April 1st. After some very minor operations the French surrendered the island to the British. The fleet then proceeded to attack Guadeloupe. On April 11th troops were landed under cover of the guns of the fleet, which silenced



Lithographed by E. T. Dolby.

THE THIRD "BULLDOG" AT BOMARSUND.

T. H. Parker, Brothers.

the enemy's batteries. On the 12th Grand Terre surrendered, the loss to the British Navy being only 13 wounded. On the 20th Basse Terre fell, and the French general surrendered the entire island. The ships and troops, except a few soldiers left as garrison, then sailed.

A fortnight later a French squadron of nine vessels appeared and landed troops to attack the British garrison, which, owing to the hostility of the inhabitants, was compelled to retreat. The British fleet then returned and landed troops on June 19th. Several skirmishes occurred, but without definite result, and the British forces re-embarked on July 3rd with a Naval loss of 7 killed, 29 wounded, and 16 missing, and abandoned the island. The English garrison left on December 10th, after having been beaten at all points.

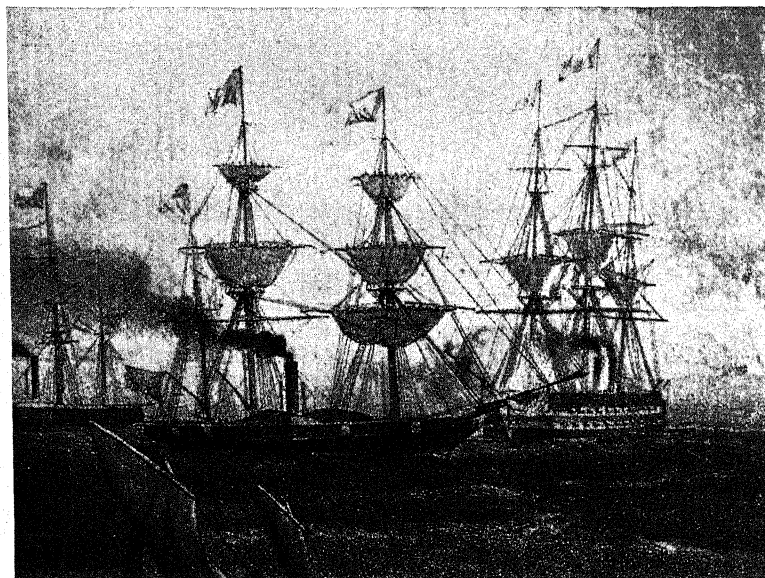
In 1796 the "Bulldog," commanded by Commander George Frederick Ryves, sailed for the West Indies in a small squadron of men-of-war and a large fleet of transports commanded by Rear-Admiral Hugh Cloberry Christian. On April 26th they arrived at St. Lucia, and troops were landed in three different places. A force of 800 seamen under Captain Lane of the "Astræa" and Commander Ryves of the "Bulldog" co-operated with the military. After various repulses the island capitulated, 2000 men surrendering on May 24th. From St. Lucia the expedition proceeded to St. Vincent, which capitulated after an obstinate resistance on June 11th. A few days later they sailed for Grenada, which surrendered a few days afterwards.

THE KING'S SHIPS

BULLDOG

On November 28th, 1798, the "Bulldog," assisted by three other ships, captured the Spanish 16-gun ship "San Leon."

On February 2nd, 1799, the "Bulldog," commanded by Commander Alan Drummond,



After O. W. Brierly, R.A.

THE THIRD "BULLDOG."

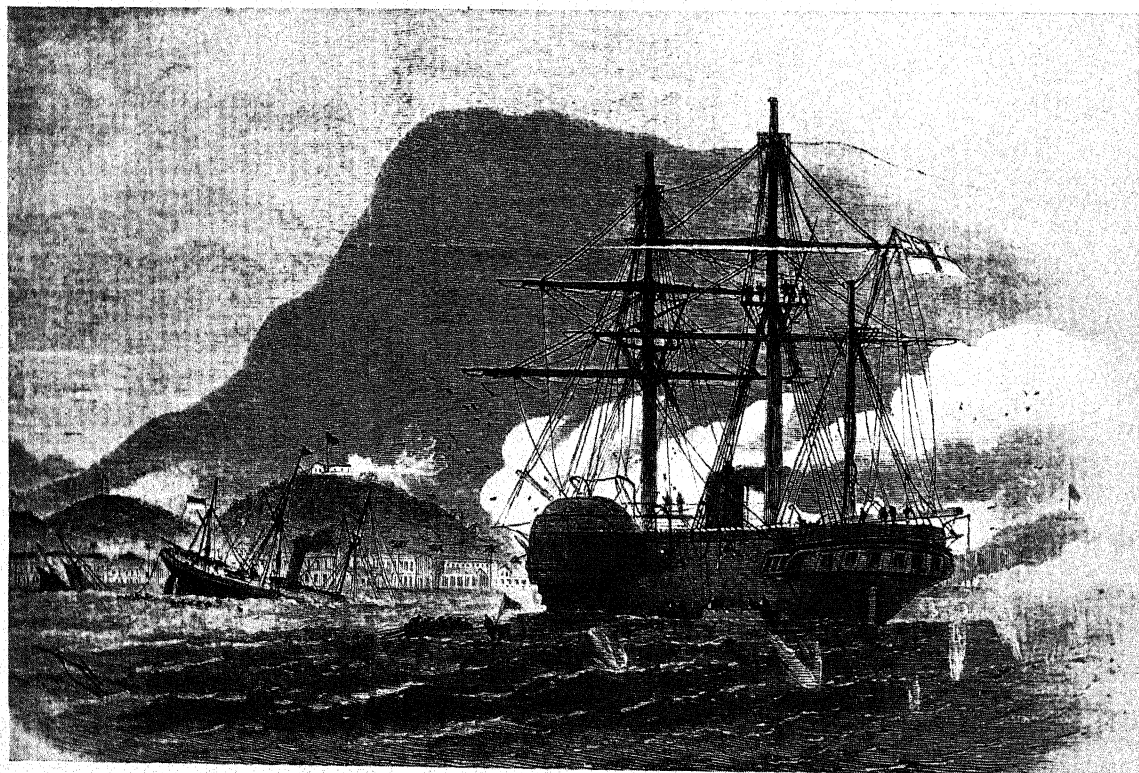
Admiral Sir John Hopkins.

was in a squadron of five ships under Captain Thomas Troubridge, in the "Culloden," which arrived at Alexandria. On seven succeeding days the "Bulldog," assisted by the "Perseus," stood in and shelled the town, which was then in possession of the French under Bonaparte.

In May 1799 the "Bulldog," commanded by Commander Alan Drummond, was in a squadron of one Portuguese and seven English men-of-war under Captain Thomas Troubridge, with his senior officer's pennant in "Culloden," which engaged in the blockade of Naples without incident.

On February 27th, 1801, the "Bulldog," commanded

by Commander Barrington Dacres, was captured by the French off Ancona, and carried into harbour.



From a contemporary "Illustrated London News."

THE THIRD "BULLDOG" AT HAYTI.

On May 25th, 1801, the boats of the "Mercury" attempted to cut out the "Bulldog" from the harbour of Ancona. They carried the ship, but were attacked by a number of French boats and forced to abandon her with a loss of 2 killed and 4 wounded.

On September 16th, 1801, the "Bulldog" was recaptured from the French off Gallipoli by the "Champion" and "Santa Dorotea."

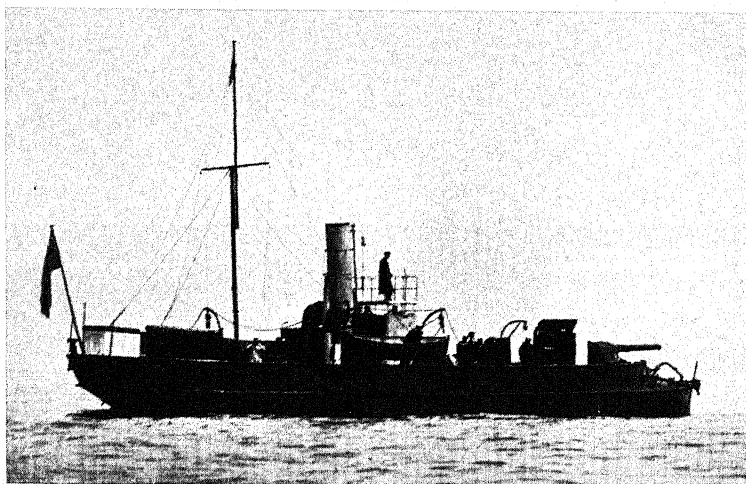
After service as a powder ship the "Bulldog" was broken up in 1829.

The second "BULLDOG" was a 4-gun gunboat, bought in 1794. She was of 58 tons, and her length, beam, and draught were 64 ft., 14 ft., and 6 ft.

The third "BULLDOG" was a 6-gun paddle sloop of 1124 tons, launched at Chatham in 1845. She was of 500 horse-power, and carried a crew of 160 men. Her length, beam, and draught were 190 ft., 36 ft., and 8 ft.

In March 1854 the "Bulldog," commanded by Captain William King Hall, was one of a fleet of steam vessels which proceeded to the Baltic under Vice-Admiral Sir Charles Napier, with his flag in "Duke of Wellington," directly war with Russia was imminent.

Early in August preparations were made for an attack on Bomarsund. On August 6th the fortress was reconnoitred, and two days later a French army, reinforced by 2000 French marines, was landed, while two small ships destroyed an inconvenient 7-gun battery. On the 10th seven naval guns were landed, dragged four and a half miles over execrable ground, and took up a prearranged position on the flank of the town. On the following day more guns were landed from the fleet, and on



From the photograph by Stephen Cribb.

THE FOURTH "BULLDOG" (SISTER).

the 16th a combined attack by the Anglo-French forces was begun. For the purposes of this attack Vice-Admiral Sir Charles Napier, the Commander-in-Chief, broke his flag in "Bulldog." He can be seen in the picture shown of the "Bulldog's" quarter-deck alongside the gun. He was not very particular about his dress, and on this occasion he appears to be wearing a blue-jacket's straw hat with the brim turned down. A lieutenant, R. H. Elliot, once wrote of his peculiarities thus:—" . . . He stoops from a wound in the neck, walks lame from another in his leg, turns out one of his feet, and has a most slouching, slovenly gait, a large round face with black bushy eyebrows, a double chin, scraggy grey uncurled whiskers, and thin hair; wears a superfluity of shirt collar, and small neck-handkerchief, always bedaubed in snuff . . . usually has his trousers far too short, and wears the ugliest pair of old shoes he can find, and altogether takes so little pride in his dress that I believe you might substitute a green or black coat for his uniform one without his being a bit the wiser. Still, he makes us all conform to strict uniform. He is by no means a pleasant officer to serve under." A portion of the fleet assisted with 10-inch guns. No great damage was done to the fortress, but General Bodisco, perceiving that his position was desperate, capitulated after a few hours. Two thousand two hundred and fifty-five prisoners were taken, and Bomarsund was reduced and destroyed, after Sweden had refused to accept it.

Soon afterwards the British forces withdrew from the Baltic.

On March 28th, 1855, the "Bulldog," commanded by Commander Alexander Crombie Gordon, sailed from the Downs in a fleet of 88 steam vessels of various kinds commanded by Rear-Admiral the Hon. R. S. Dundas, with his flag in "Duke of Wellington." They made for the Baltic to take part in the campaign against the Russians, and at once established a blockade of the coast of Courland.

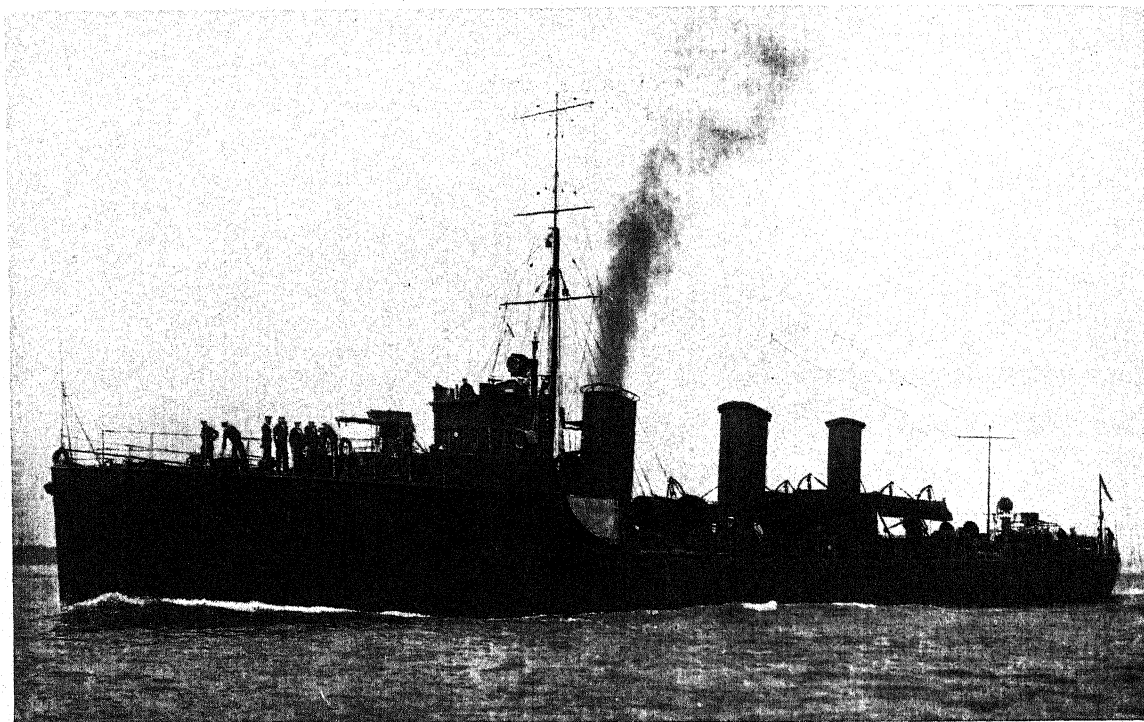
THE KING'S SHIPS

BULLDOG

On August 16th, 1855, the "Bulldog," in company with the "Impérieuse" and "Centaur," had a long-range engagement off Cronstadt with some batteries and gunboats in the vicinity of Tolboukin Lighthouse.

On September 6th the "Bulldog" captured two Russian government schooners after a short action off Biörko.

In 1865 the "Bulldog," commanded by Captain Charles Wake, was on the North American and West Indian station during some internal troubles in the Republic of Hayti, in which Sylvestre Salnave was trying to substitute himself for the President of the Haytian Republic. On October 22nd, in sight of the "Bulldog," one of Salnave's steamers, the "Voldrogue," fired into a British Jamaica packet. Captain Wake at once ordered the firing to cease, and



THE FIFTH "BULLDOG."

From the photograph by H. J. Symonds.

the "Voldrogue" retired. Salnave on hearing of this at once ordered the arrest of a number of British fugitives who had taken refuge in the Consulate. On October 23rd Captain Wake appeared off the port and learned that the refugees had been shot, the Consulate wrecked, and the British flag insulted in other ways. Having been refused satisfaction, Wake began to bombard Fort Cirolet, and then sighting the "Voldrogue," endeavoured to ram her at full speed. The result was that the sloop ran on a reef within point blank range of a battery on shore. Nevertheless, the "Bulldog" sank the "Voldrogue" and a Salnavist schooner, and blew up a powder magazine, which set fire to the town. The engagement continued all day, and at last Captain Wake set fire to and blew up his ship to prevent her falling into the hands of the enemy. The "Bulldog" lost 3 killed and 10 wounded. A subsequent court-martial blamed Wake for running his ship ashore and, considering that she had been abandoned prematurely, severely reprimanded him. Captain Wake called the attention of the Admiralty to the severity of the sentence, and was informed that their lordships "did not consider that any imputation was cast on his honour or his courage." Captain Wake was soon again employed afloat.

The principal cartoon in *Punch* for the week January 27th, 1866, showed Captain Wake receiving back his sword from "Admiral Punch," to the accompaniment of cheers from an assemblage of British seamen. The following verses appeared in the same issue:—

THE POUNDING OF PORT-HAYTIEN

(A FO'K'SLE BALLAD BY A BULL-DOG)

(Reprinted by the special permission of the Proprietors of "Punch")

Of bull-dog's game we've heard the fame, in the bull-rings of old,
How though you cut their paws off, they still would keep their hold;
And the British bull-dog breed's the same afloat as 'tis ashore,
Though the bull-ring ain't now the thing, and bull-baits is no more.

The twenty-third of October, at Port-Haytien we lay,
When Captain Wake says, "Pipe all hands, the anchor for to weigh;
We'll just put out, and cruise about, at the targets try a round.
'Tain't *Bulldog's* sort to lie in port till on beef bones aground."

As we cleared the bight, we saw a sight set up the Captain's back,
Three craft o' Salmave's chasin' one as flew the Union Jack.
"Fire a blank gun to leeward," says Captain Wake, says he,
"What's overhauled under *that* flag, is overhauled by *me*."

Says Captain Wake, "Blacks will be blacks, you can't make 'em true blue;
Geffrard calls *hissself* president, and so does Salmave too.
They may cut each other's throats, and welcome too," says he;
"But they *must* respect the British flag, ashore or on the sea."

The blacks were riled, but drew it mild, for Captain Wake they knew,
They saw the *Bulldog* had got teeth and meant to use 'em too;
So we overhauled that British craft, and we convoyed her in;
The blacks they d—d us up in heaps, but we didn't care a pin.

Insulting the Queen's uniform, warning our boats from land,
Threatening to cut the captain's throat, was 'ard enough to stand;
Till it came to taking prisoners from beneath our consul's flag—
Then, says Wake, says he, "This must not be—I must take down your brag!"

Then Salmave's fleet and forts ran up the red flag to the fore,
And trained each gun till dead upon the *Bulldog's* bows it bore;
Long Tom, ten-inch, four thirty-two's—there in Cape Haytien Bay,
No bark, all bite, decks cleared for fight, the little *Bulldog* lay.

We warned the town, for we knew our fire would hot and harmful be;
Took aboard some British subjects as swam under our lee:
Then up steam for Port Acul, put our passengers ashore,
Lay there that night, and with the day back to Cape Haytien bore.

The *Voldroque* and three schooners lay on our starboard bow,
On our lee, besides Fort Picolet, shore batteries enow:
Says Wake, "I'm loth to harm a town, that's done no harm to me,
Lay guns the best that gunners can, shot and shell will make free!

"And why waste shot? With all we've got we'll have enough to do,
A silencing Fort Picolet, and them shore batteries too.
We're soundings here six fathoms clear, as from my charts I learn,
We draws fourteen—ten by the stem, and fourteen by the stern.

"Stand by the engines, engineers, give her a head of steam,
Steer, coxswain, at the *Voldroque*, aim straight at her port beam.
And when she strikes, back engines, clear of the wreck to slue,
And then stand by, to lower boats and save the floating crew.

"Go half steam past Fort Picolet, give it 'em hot and hot,
And if they give the same they get, and I should catch a shot,
Here's WAX, my First Lieutenant, has his epaulettes to win;
He knows the chart, he'll con you out, as I have conned you in."

We took shot, grape, and rifle balls at half speed and short range;
Our ship was hulled, our men went down, but we gave 'em back their change:
"By the mark, six!" the leadsmen sung, but, afore another cast,
'Twas shoal water at two fathom, and the ship stuck hard and fast.

As far aft as the main rigging we lay in shells and sand,
For the *Voldroque*, artful varmint, had shifted near the land:
'Twas "Start tanks, blow out fore boilers, port guns aft, get on the strain,
Back engines, lay stream-cable out astern!" but all in vain.

There we lay for to be peppered—Lord, how the darkies cheered!
For they saw we couldn't float her, and they thought that we was queered.
"I know a game worth two o' that," says Captain Wake, says he.
"How *Bulldogs* bite, when they can't budge, we'll let these niggers see."

A shell apiece from our Long Tom, and down they went like stones,
The *Voldroque* and her consorts, to the claws o' Davy Jones.
"Now shut up them land lubbers, their big guns, and their small,"
And hot and hot we sarved it out, till the night began to fall.

We'd three hours' ammunition left, our crew were spent beside,
We'd done our best to get her off—no more was to be tried:
"Afore I leave the *Bulldog*, their trophy for to be,"
Says Captain Wake, "I'll sink her to the bottom of the sea."

The Master and Lieutenants for their counsel was called on,
He argufied it out with 'em, they agreed with him *nem con*.
We'd powder left to blow her up, though we'd not enough to fight,
So the gunner laid his fuses, and we put off in the night.

We'd not pulled off a cable's length, when there came a sudden glare,
And then a roar, and when next we looked, the deuce a ship was there;
And we said, "God bless the old *Bulldog*!" and we swallowed down our tears,
And by way of funeral service we guv the old ship three cheers!

And here's three cheers for Captain Wake, and while we sail the sea,
May British *Bulldogs* always find captains as stout as he,
That's all for biting when they bite, and none for bark and brag,
And thinks less about courts-martial than the honour of the flag!

THE KING'S SHIPS

BULLFINCH

The fourth "BULLDOG" was a 1-gun twin-screw gunboat, launched at Woolwich for coast defence in 1872. She was of 254 tons, 168 horse-power, and 8 knots speed. Her length, beam, and draught were 85 ft., 26 ft., and 6 ft.

In 1906 the "Bulldog" was sold.

The fifth "BULLDOG" is a turbine torpedo-boat destroyer, launched at Clydebank in 1910. She is of 950 tons, 12,500 horse-power, and 27 knots speed. Her length, beam, and draught are 265 ft., 28 ft., and 8 ft.

BULLFINCH



BULLFINCH.—A species of conirostral bird, of a bluish-grey and black colour above, and generally of a bright tile red beneath, the female differing only in having its colours somewhat duller than the male. It is a shy bird, not associating with other species, and frequenting well-wooded districts, being very rarely seen on moors or on other waste lands. The note of the bullfinch, in the wild state, is soft and pleasant, but so low as to be scarcely audible; it possesses, however, great power of imitation, and a considerable faculty of memory, and can thus be taught to whistle a variety of tunes.

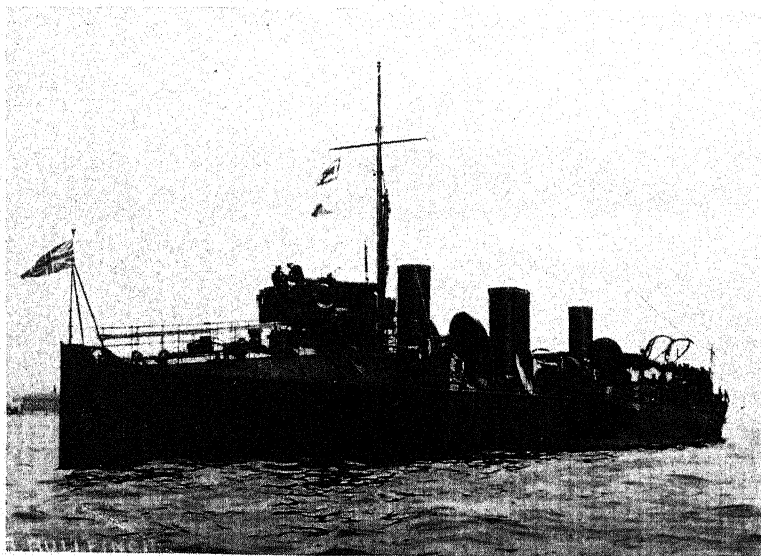
The first "BULLFINCH" was a 2-gun screw gunboat, launched at Birkenhead in 1856. She was of 60 horse-power, 234 tons, and carried a crew of 36 men. Her length, beam, and draught were 108 ft., 22 ft., and 6 ft.

In 1864 the "Bullfinch" was broken up.

The second "BULLFINCH" was a 3-gun twin-screw gunboat, launched at Sheerness in 1868. She was of 774 tons, 985 horse-power, and 10 knots speed. Her length, beam, and draught were 170 ft., 29 ft., and 10 ft.

In 1885 the "Bullfinch" was sold.

The third "BULLFINCH" is a twin-screw torpedo-boat destroyer, launched at Hull in 1898. She is of 370 tons, 5800 horse-power, and 30 knots speed. Her length, beam, and draught are 210 ft., 21 ft., and 6 ft.



From the photograph by Ernest Hopkins.
THE THIRD "BULLFINCH."

BULWARK

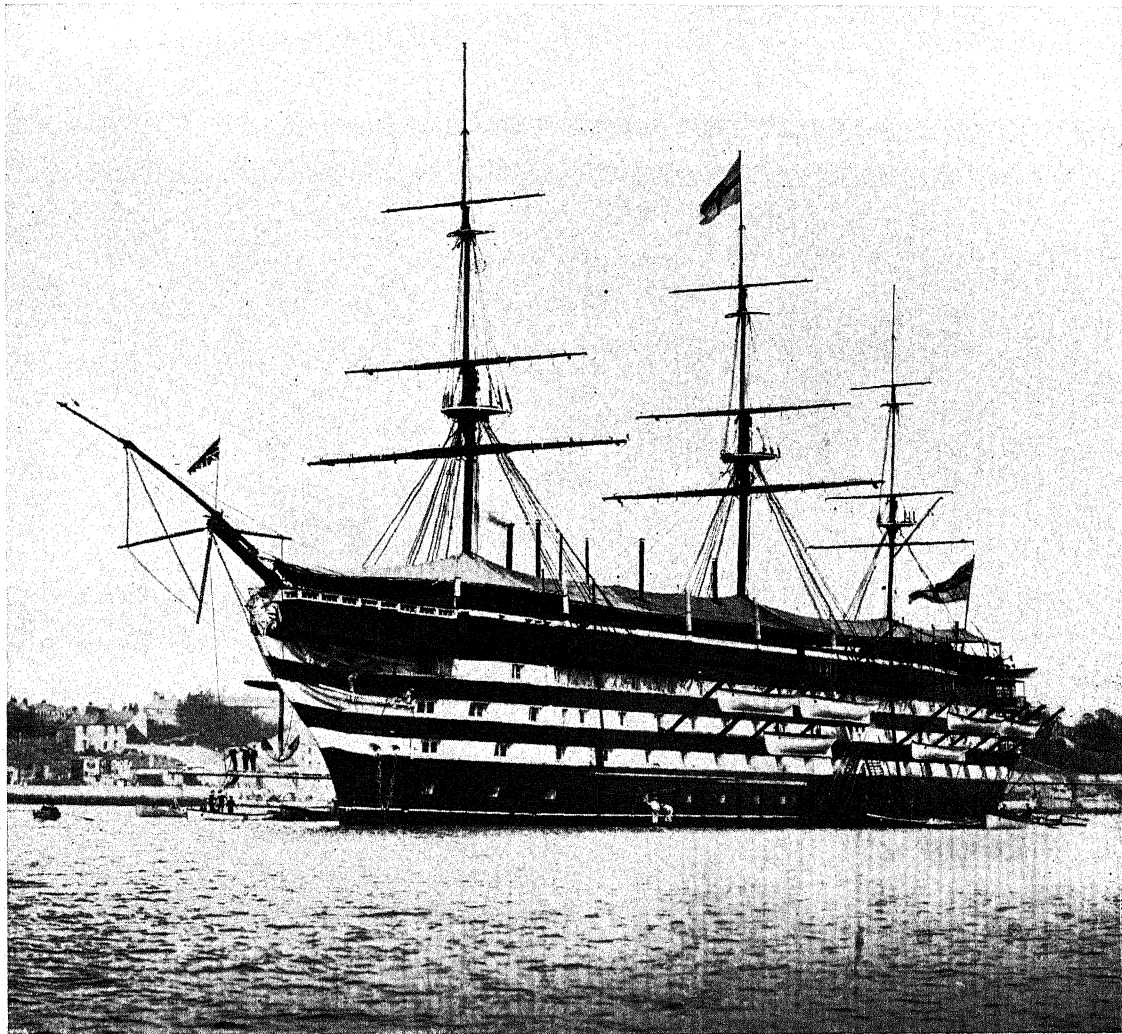
The War with America—	Captured American "Harlequin"	1814
Operations in River Penobscot	Captured American "Tomahawk"	1815

BULWARK.—A rampart ; a fortification ; any means of defence or security. The railing boards round the deck of a ship.

The first "BULWARK" was a 74-gun ship, begun at Plymouth in 1780.

Orders were given to cease work before the ship was completed, and after some years' pause, she was broken up.

The second "BULWARK" was a 74-gun ship, launched at Portsmouth in 1807. She was of 1940 tons, and carried a crew of 590 men. Her length, beam, and draught were 182 ft., 49 ft., and 18 ft.



THE FOURTH "BULWARK."

From the photograph by Abrahams & Sons.

THE KING'S SHIPS

BULWARK

In 1814 the "Bulwark," commanded by Captain Farmery Predam Epworth, took part in the American war. In September 1814 the "Bulwark" joined an expedition to the River Penobscot in a fleet of 8 men-of-war, and 10 transports commanded by Rear-Admiral Edward Griffith, with his flag in "Dragon." After a slight resistance the town of Castine was captured. The men of the "Bulwark," with other vessels, subsequently proceeded up the Penobscot River, caused the Americans to burn the 36-gun frigate "Adams," drove the Americans out of Hamden, and captured several privateers.

On October 23rd, 1814, the "Bulwark" captured the American 10-gun privateer "Harlequin." On July 22nd, 1815, the "Bulwark" captured the American 10-gun privateer "Tomahawk." In 1826 the "Bulwark" was broken up.

The third "BULWARK" was a 91-gun screw ship, begun at Chatham in 1859. She was of 3716 tons, and her length, beam, and draught were 252 ft., 58 ft., and 21 ft.

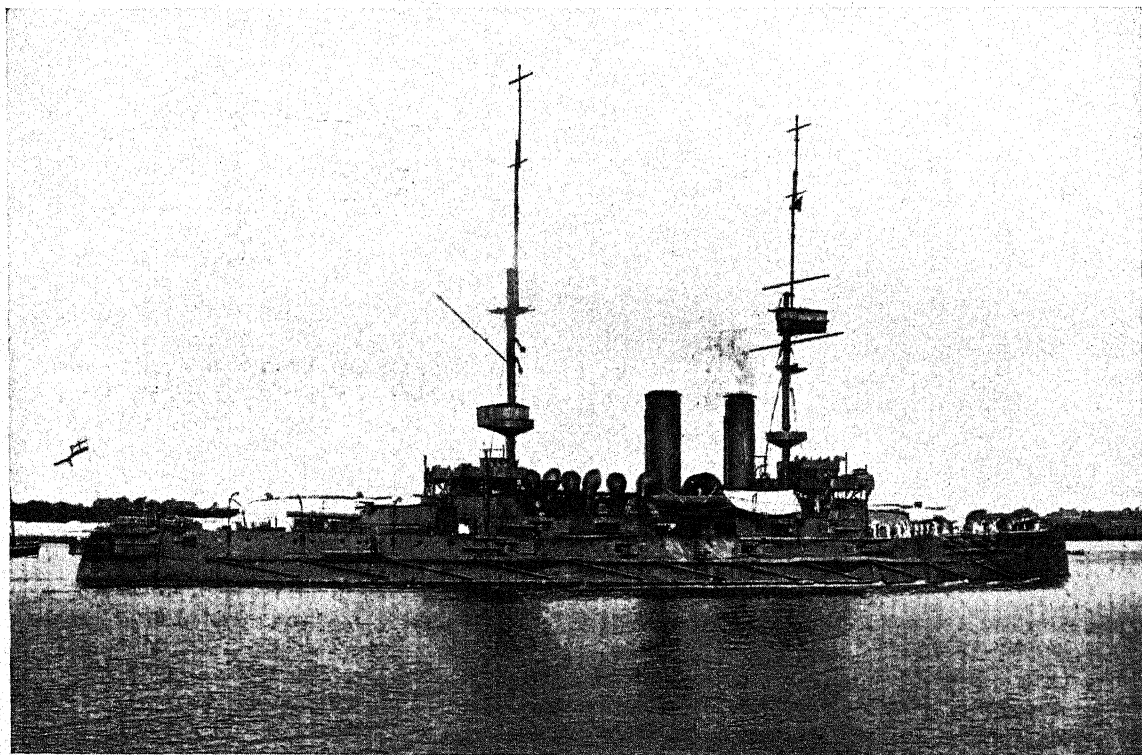
She was well advanced when orders were given to cease work. After remaining high and dry for many years, she was broken up, and her materials used elsewhere.

The fourth "BULWARK" was an 110-gun screw ship of 6557 tons, launched at Pembroke in 1860 as the "Howe." She was of 1000 horse-power, and carried a crew of 1000 men. Her length, beam, and draught were 275 ft., 61 ft., and 21 ft.

Her name was changed to "Bulwark" on December 3rd, 1885, and then to "Impregnable" on September 27th, 1886.

For many years she has acted as part of the training establishment for boys at Devonport under the name of "Impregnable." Various ships have been absorbed into the establishment under her name from time to time.

The fifth "BULWARK" is a 16-gun twin-screw battleship, launched at Devonport in 1899. She is of 15,000 tons, 15,000 horse-power, and 18 knots speed. Her length, beam, and draught are 400 ft., 75 ft., and 27 ft.



THE FIFTH "BULWARK."

From the photograph by H. J. Symonds.

BUSTARD

The Wars of the French Revolution and Empire—
 Boat attack at Duino, near Trieste 1809
 The second China War—
 Actions in Escape Creek and Sawshee Channel . . 1857

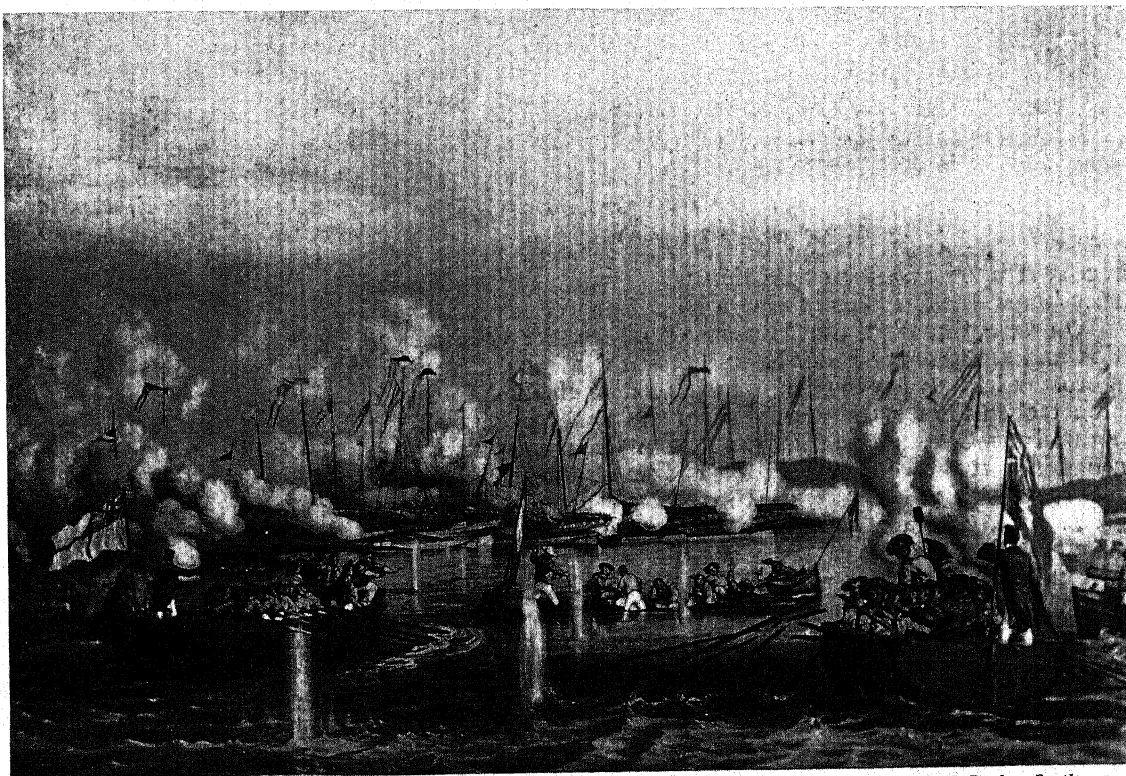
The action in Fatshan Creek 1857
 The capture of Taku Forts 1858
 The capture and reduction of Choochi 1868



BUSTARD.—The largest British land-fowl. Since the extirpation of the native race the bustard is known to Great Britain only by occasional wanderers, straying most likely from Saxony. The male bird measures nearly 4 ft. from the tip of the bill to the end of the tail. The female is considerably smaller. The distribution of bustards is mostly confined to the Old World, where it is known as the Canadian Goose. Many of the older authors considered the bustard to be allied to the ostrich, a most mistaken view, their affinity pointing apparently towards the cranes in one direction, and the plovers in another.

The first "BUSTARD" was a 16-gun brig sloop, purchased in 1806. She had originally been the revenue vessel "Royal George." She had been launched at Cowes in 1803, was of 270 tons, and carried a crew of 90 men. Her length, beam, and draught were 83 ft., 27 ft., and 9 ft.

On July 28th, 1809, the boats from the "Bustard," Commander John Duff Markland, and the "Excellent" and "Acorn," entered the harbour of Duino, near Trieste, with the object of cutting out a French convoy which had taken shelter there. At the same time a party of marines landed to hold the cliffs round the harbour. The operations were completely successful, six gunboats and ten coasters being brought out with a loss of only 8 men wounded.



After O. W. Brierly, R.A. Lithographed by E. Walker.

FATSHAN CREEK.

T. H. Parker, Brothers.

THE KING'S SHIPS

BUSTARD

On May 17th, 1810, the "Bustard," commanded by Commander John D. Markland, captured the French 18-gun sloop "Minerve."

In 1815 this "Bustard" was sold for £720.

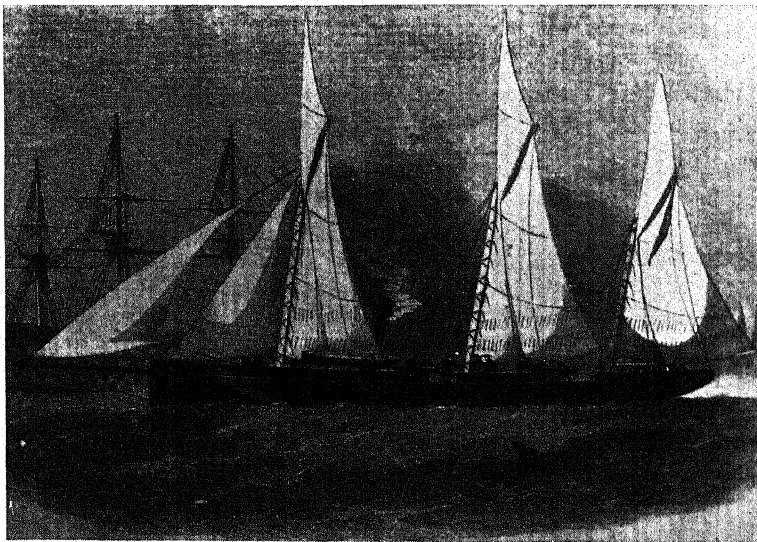
The second "BUSTARD" was a 10-gun brig sloop, launched at Chatham in 1818. She was of 237 tons, and carried a crew of 75 men. Her length, beam, and draught were 90 ft., 25 ft., and 10 ft.

In 1829 the "Bustard" was sold.

The third "BUSTARD" was a 2-gun screw gunboat, launched at Northfleet in 1856. She was of 234 tons, 60 horse-power, and carried a crew of 36 men. Her length, beam, and draught were 108 ft., 22 ft., and 6 ft.

In 1857 the "Bustard," commanded by Lieutenant Tathwell Collinson, took part in the second China war. On May 25th the "Bustard" was one of four small vessels which steamed into Escape Creek towing a number of manned and armed boats under Com-

modore Elliot. They at once attacked 41 junks which were moored across the stream, and which opened a spirited fire as the British approached. The attacking party formed in a line as wide as possible and returned the fire with vigour. After a short time the Chinese hoisted their sails, cut their cables and fled. The English pursued, and in most cases, ere the boats came alongside, the junks fired a final broadside, and the crews then leapt overboard and swam ashore. Seventeen junks were captured and several were burned by their crews. There were only two British casualties from Chinese shell, but several men suffered from sunstroke.



From a contemporary "Illustrated London News."

THE THIRD "BUSTARD" (SISTER).

On the 27th the "Bustard" proceeded upon another expedition up Sawshee Channel under Commodore Elliot, and fired many junks, the British suffering a loss of 31 wounded.

On June 1st, 1857, the "Bustard," Lieutenant Collinson, was one of a squadron of nine ships and many boats under Rear-Admiral Sir Michael Seymour, with his flag temporarily in "Coromandel," which took part in the battle of Fatshan Creek. An assaulting party landed and attacked the forts, while the ships and boats advanced on the junks. The fort was soon captured by Commodore Elliot, and the guns were turned on the junks. The gunboats grounded, but the boats pushed on in face of a heavy fire, and the Chinese abandoning their vessels, the British had soon captured fifty. Twenty junks were found three miles farther up, and in the attack and subsequent capture of these vessels the "Calcutta's" launch and the Commodore's galley were both sunk. Some of the escaping junks were chased seven or eight miles and then burned. The British lost 13 killed and 44 wounded, among whom were 3 officers killed and 4 wounded. The Chinese defended themselves vigorously, used boarding nets with effect, and at first caused the British to withdraw.

On May 20th, 1858, the "Bustard," commanded by Lieutenant Frederick William Hallows, was one of a combined French and British force of 11 ships, with 1178 officers and men, which bombarded the Taku Forts under Admiral Sir Michael Seymour, with his flag temporarily in "Slaney." The attack began at 10.30 A.M. from the seaward, and simultaneously a large landing party went ashore in the boats. At the end of a quarter of an hour, the enemy's fire ceased, and after floundering through fifty yards of mud, the landing party took

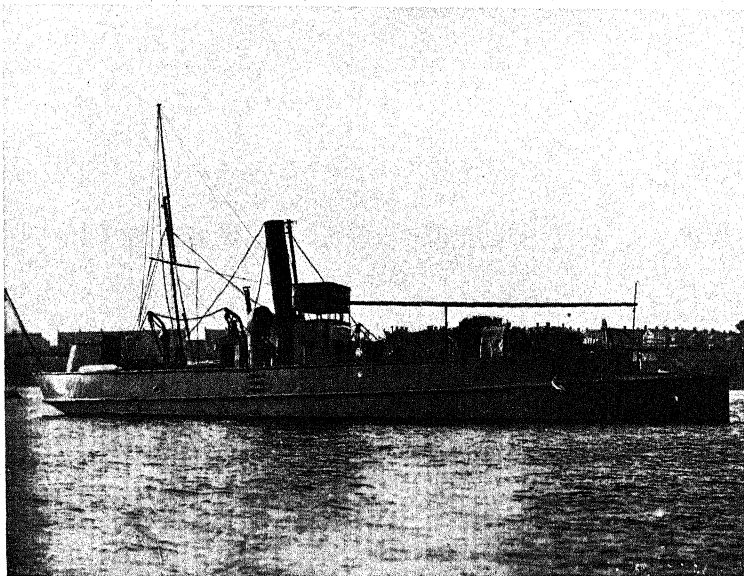
possession. During the operations the enemy sent down numerous junks full of flaming straw ; but the "Bustard" drove off the people who were trying to guide them by means of ropes from the shore, and the firecraft burnt themselves out. The "Bustard" subsequently co-operated in the attack and capture of two forts on the north side. The British lost 4 killed and 16 wounded, and the French had 67 killed and wounded.

On June 29th, 1868, the "Bustard," commanded by Lieutenant Cecil Johnson, proceeded to attack Choochi on the River Han, in reply to the robbery of a boat which was bringing down stores for the gunboat. Three hundred Chinese troops co-operated in the attack, and after the landing party had been twice repulsed, and the town bombarded for three days, Lieutenant

Johnson and twenty-four of his ship's company landed, captured, and reduced the town.

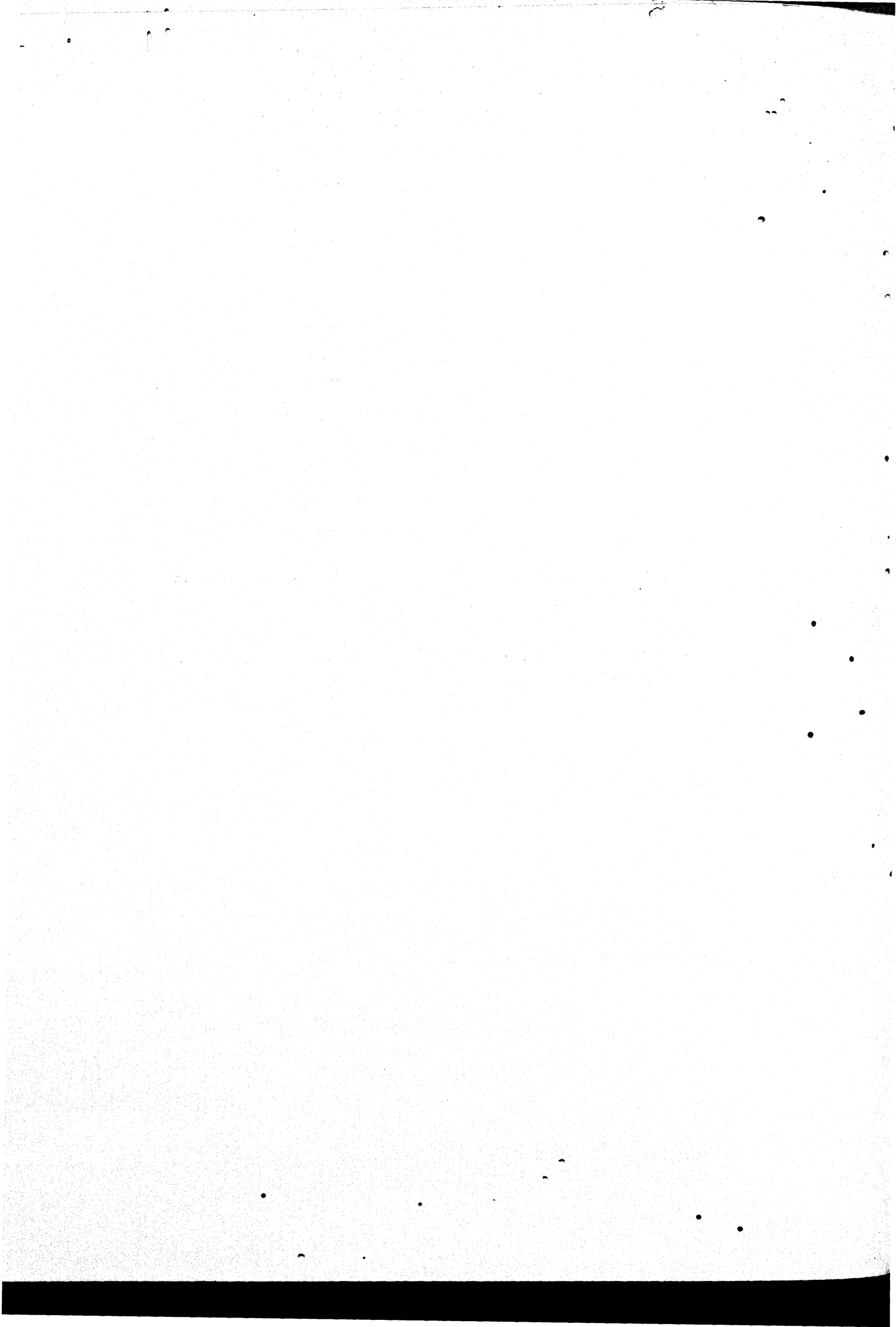
In 1869 the "Bustard" was sold at Hongkong.

The fourth "BUSTARD" is a 1-gun twin-screw gunboat, launched at Glasgow for coast defence in 1871. She is of 254 tons, 187 horse-power, and 8 knots speed. Her length, beam, and draught are 85 ft., 26 ft., and 6 ft.



From the photograph by Abrahams & Sons.

THE FOURTH "BUSTARD."



ANCIENT WAR VESSELS

"B"

(For explanation regarding arrangement, see page 139.)

Bab-el-Mandeb, 1801

Babet, 1794 (French)—

- Lord Bridport's action off Isle Groix . . . 1795
- The capture of Demerara . . . 1796
- The capture of Essequibo and Berbice . . . 1796
- Operations in the Zuyder Zee . . . 1799
- Foundered in the West Indies . . . 1801

Bacchus, 1808—

- Action with French off the Leeward Islands . . . 1808
- Captured by the French . . . 1808
- The capture of Martinique . . . 1809
- Assisted to capture French "Nisus" . . . 1809

Bachelor, 1669 (exploration vessel). See also **Jolly Bachelor**

* **Badere-i-Zaffer**, 1808 (Turkish)

Badger, 1745—

- Operations against Channel smugglers . . . 1745
- The blockade of Dunkirk . . . 1759
- Operations off San Domingo . . . 1782
- The defence of St. Marcou . . . 1798
- Assisted to capture French "Souris" . . . 1798
- Assisted to capture French "Flibustier" . . . 1798
- Operations against French (hired) . . . 1814, etc.
- The Baltic expedition . . . 1855
- The bombardment of Sveaborg . . . 1855

Bahama, 1805 (Spanish)

Balder, 1810 (Danish)

Baleine, 1760 (French)

Ballahou, 1807—

- The attack on St. Martin . . . 1808
- Action with American "Perry" . . . 1814
- Captured by Americans . . . 1814

Balmoral Castle, 1910. See also **Castle**, etc.—

- The opening of the South African Union Parliament by H.R.H. the Duke of Connaught . . . 1910

Baloochi (Indian Naval name)

Baltimore, 1742—

- Action with French privateers off Lochaber . . . 1745
- The capture of Quebec . . . 1759

Bann, 1814

Banterer, 1807—

- Operations at Sai-Lan . . . 1857
- The attack on the Peiho Forts . . . 1859

Bantry, 1852

Barbados, 1757—

- The capture of Martinique . . . 1762
- The capture of Havana . . . 1762
- Lost in a West Indian hurricane . . . 1780
- The defence of a convoy . . . 1805
- The blockade of the French coast . . . 1811
- Actions with French invasion flotilla . . . 1811
- Action with French vessels off Barfleur . . . 1811
- Succoured the "Hotspur" . . . 1811
- Captured American "James Madison" . . . 1812
- Wrecked on Sable Island . . . 1812

Barbara, 1513, **Great Barbara**, **Lesser Barbara**—

- Action with French "Général Ernouf" . . . 1807
- Captured by the French . . . 1807
- Retaken by the British . . . 1808

Barbary, 1621 (armed merchantman)—

- Mansell's expedition to Algiers . . . 1621

Barbette, 1806

Barbier de Séville, 1810 (French)

Barbuda, 1782 (?) (hired and armed)—

- Operations in the West Indies . . . 1782
- The defence of Demerara . . . 1782
- Captured by the French . . . 1782

Bardsea, 1804 (hired and armed)—

- Operations against French . . . 1804, etc.

THE KING'S SHIPS

- Bark Bond**, 1588 (armed merchantman)—
The campaign of the Spanish Armada . 1588
Expended at Calais 1588
- Bark Bonner**, 1588 (armed merchantman)—
The campaign of the Spanish Armada . 1588
- Bark Burr**, 1588 (armed merchantman)—
The campaign of the Spanish Armada . 1588
- Bark Clifford**, 1586 (armed merchantman)—
The Earl of Cumberland's first expedition 1586
- Bark Flemyng**, 1588 (armed merchantman)—
The campaign of the Spanish Armada . 1588
- Bark Halse** (hired armed merchantman)—
The campaign of the Spanish Armada . 1588
- Bark Hawkyns**, 1588 (armed merchantman). See also **Hope Hawkyns**—
The campaign of the Spanish Armada . 1588
- Bark Lamb**, 1588 (armed merchantman)—
The campaign of the Spanish Armada . 1588
- Barkley Bay**, 1598 (armed merchantman)—
The Earl of Cumberland's tenth expedition 1598
The capture of Lanzarote 1598
The capture of San Juan de Puerto Rico . 1598
- Bark of Boullen**, 1522
- Bark of Morlaix**, 1522
- Bark of Scotland**, 1511
- Bark Manington**, 1588 (armed merchantman)—
The campaign of the Spanish Armada . 1588
- Bark Potts**, 1588 (hired armed merchantman)—
The campaign of the Spanish Armada . 1588
- Bark St. Leger**, 1588 (armed merchantman)—
The campaign of the Spanish Armada . 1588
- Bark Sutton**, 1588 (hired armed merchantman)—
The campaign of the Spanish Armada . 1588
- Bark Webb**, 1588 (armed merchantman)—
The campaign of the Spanish Armada . 1588
- Barracouta**, 1782—
Wrecked on Jordan Key, Cuba 1805
Assisted to capture Dutch "Tuijncelaar" . 1809
The capture of Banda Neira 1810
The reduction of Java 1811
The survey of Table Bay 1822
The suppression of Chinese piracy . 1854, etc.
Operations in Coulan Bay 1854
The blockade of Petropaulovski 1855
Captured American "Greta" 1855
The capture of Canton 1856
Operations in Canton River 1856
The capture of the Bogue Forts 1856
The occupation of French Folly Fort . 1857
The occupation of Vera Cruz 1860
The Ashantee war 1873-4
British intervention at Samoa 1876
The Boer war—minor part 1900
- Barrosa**, 1812—
Operations on American coast 1813
Action with American gunboat flotilla . 1813
Operations in Straits of Simonoseki . 1864
Bedford's punitive expedition in Brass River 1895
Rawson's punitive expedition to M'Weli . 1895
Rawson's punitive expedition to Benin . 1897
The Boer war 1900
- Bartholomew**, 1588 (hired armed merchantman)—
The campaign of the Spanish Armada . 1588
- Basing**, 1654
- Bataaf**, 1796 (Netherlands)
- Batavier**, 1799 (Netherlands)
- Bathurst**, 1821
- Batman** (Victorian Naval name)
- Bayfield** (Canadian Naval name)
- Beacon**, 1833—
The expedition to the Baltic 1855
The Ashantee war 1873
The bombardment of Alexandria . . . 1882
The seizure of the Suez Canal 1882
The blockade off Damietta 1883
- Bear**, 15—(?), **White Bear**, **Bear Yonge**, **Bear's Whelp**—
The campaign of the Spanish Armada . 1588
Succoured the "Triumph" 1588
The fireship attack at Calais 1588
Dudley's voyage of discovery 1595
The first battle off the North Foreland . 1653
The action of Katwijk 1653
The battle of Scheveningen 1653
Penn's operations in the West Indies . 1655
- Béarnais**, 1810 (French)
- Bearsabe** (?), 1588 (armed merchantman)—
The campaign of the Spanish Armada . 1588
- Beatrice**, 1868
- Beaufoy**, 1814
- Beaulieu**, 1791—
Captured a French sloop 1794
The capture of Martinique, Guadeloupe, etc. 1794
Captured French "Marsouin" 1796
The blockade of the Dutch coast . . . 1797
The battle of Camperdown 1797
Assisted to capture French "Chevette" . 1801
- Beau Marseille**, 1809 (French). See also **Ville de Marseille**
- Baumont**, 1780 (French)—
Operations against French (hired). 1804, etc.
- Beau Narcisse**, 1809 (French). See also **Narcissus**, etc.
- Beaver**, 1656, **Beaver's Prize**—
The war with the American colonies . 1777
Captured an American privateer . . 1777
Lost in a West Indian hurricane . . . 1780
Assisted to capture Dutch "Athlante" . 1804

THE KING'S SHIPS

- Beckwith, 1818**
- Bee, 1841**
- Beelzebub, 1814—**
The bombardment of Algiers . . . 1816
- Behemoth, 1807**
- Belechere (?) 1242 (?)**
- Belem, 1806 (Spanish)—**
The defence of Buenos Aires . . . 1806
Captured by Spaniards . . . 1806
- Belgica, 1806 (Netherlands)**
- Bélier, 1805 (French)—**
Burnt and destroyed after capture . . . 1805
- Bella Carolina, 1807 (Spanish). See also Carolina**
- Belle Antoinette, 1799 (Netherlands)**
- Belleisle, 1761 (French). See also Maréchal de Belle Isle—**
The capture of Havana . . . 1762
Operations against Sultan of Mysore . . . 1781
The blockade of Toulon . . . 1803-4
Nelson's search for Villeneuve in the Mediterranean . . . 1805
Nelson's search for Villeneuve in the West Indies . . . 1805
The battle of Trafalgar . . . 1805
Engaged French "Fougueux" . . . 1805
Engaged French ships "Achille" and "Aigle" and two Spaniards . . . 1805
Engaged French "Neptune" . . . 1805
Took possession of Spanish "Argonauta" . . . 1805
Assisted to capture French "Impétueux" . . . 1806
Assisted to capture Danish island of St. Thomas . . . 1807
The Walcheren Expedition . . . 1809
The capture of Martinique . . . 1809
The operations in China . . . 1839-42
The Yang-tse-Kiang expedition . . . 1842
The capture of Chingkiang . . . 1842
The expeditions to the Baltic . . . 1854-5
The bombardment of Sveaborg . . . 1855
Target for general gunnery experiments . . . 1900
Target for armour plate experiments . . . 1902
- Belle Poule, 1780 (French)—**
The Doggerbank Fight . . . 1781
Captured French "Var" . . . 1809
Assisted to capture Isle of Santa Maura . . . 1810
Boat operations at Parenzo . . . 1811
Operations in River Gironde . . . 1814
Operations on American coast . . . 1814
Boat operations on Lake Borgne . . . 1814
- Bellette, 1793 (French)—**
The capture of Martinique . . . 1809
Operations in the Baltic . . . 1811-12
Wrecked in the Kattegat . . . 1812
- Belliqueux, 1758 (French)—**
The blockade of the Morbihan . . . 1759
Hood's operations against De Grasse . . . 1781
Graves's action off the Chesapeake . . . 1781
- Hood's action with De Grasse at St. Kitts . . . 1782
The battle of Dominica . . . 1782
The capture of Port au Prince . . . 1794
The blockade of the Dutch coast . . . 1797
The battle of Camperdown . . . 1797
Surrender of Dutch squadron in Nieuwe Diep . . . 1799
Surrender of Dutch squadron in River Vlieter . . . 1799
Captured French "Concorde" . . . 1800
Assisted to capture French "Médée" . . . 1800
The capture of the Cape of Good Hope . . . 1806
Destruction of a Dutch squadron at Java . . . 1806
- Bellisarius, 1781 (American)**
- Belvidera, 1806—**
Operations off coast of Norway . . . 1810
Assisted to capture Danish "Balder" . . . 1810
Assisted to capture Danish "Thor" . . . 1810
Action with American "President" . . . 1812
The chase of the American "Constitution" . . . 1812
The blockade of the river Chesapeake . . . 1813
Assisted to capture American "Lottery" . . . 1813
Assisted to capture American "Dolphin" . . . 1813
Assisted to capture American "Arab" . . . 1813
Assisted to capture American "Lynx" . . . 1813
Assisted to capture American "Racer" . . . 1813
- Benares (E.I.C.), 1818 (?)—**
The capture of Mocha . . . 1820
- Bengal, 1807 (Danish)**
- Benjamin, 1653 (hired armed merchantman)—**
The first battle of the North Foreland . . . 1653
The action of Katwijk . . . 1653
The battle of Scheveningen . . . 1653
- Benjamin and Ann, 1795. See also Ann, etc.**
- Bennet, 1319—**
Operations against Scotland . . . 1319
- Bentwick, 1841 (?) (E.I.C.)—**
Operations in China . . . 1841
The capture of Tinghae and Chinhae . . . 1841
The capture of Chapoo, etc. . . 1842
- Berbice, 1793—**
Operations in the West Indies . . . 1796
Wrecked at Dominica . . . 1796
Operations in the West Indies . . . 1806
Foundered off Demerara . . . 1806
- Berenice, 1837 (E.I.C.)—**
Operations in the Irrawaddy (E.I.C.) . . . 1853
The capture of Pegu (E.I.C.) . . . 1853
Operations during Indian Mutiny (Indian Navy) . . . 1857, etc.
The capture of Bet Island (Indian Navy) . . . 1859
- Beresford, 1818**
- Bergère, 1806 (French)**
- Beringhen, 1705 (French)**
- Berkeley, 1759 (French)**

THE KING'S SHIPS

Berkeley Castle, 1695? See also **Castle**, etc.—

Action with the French 1695
Captured by the French 1695

Bermuda, 1795—

Operations in the West Indies . . . 1796
Foundered in the Gulf of Florida . . 1796
Wrecked on Little Memory Rock,
Bermuda 1808
Wrecked near Tampico Bar 1816
Foundered in North-West Atlantic . . 1821
Wrecked in the West Indies 1855

Bernard of the Tower, 1338

Bertin, 1761 (French)

Beschermmer, 1779 (Netherlands)

Betsy, 1796 (French). See also **Mary and Betsy**, **New Betsy**, etc.—

Operations against French (hired, etc.) . 1801

Betsy Caines, 1809 (hired)

Betty, 1695 (hired and armed), **Betty Prize**—

Action with the French 1695
Captured by the French 1695
Action with De Pointis's squadron . . 1697

Bezan, 1671

Bhamo (Indian Naval name), 1888?

Biddeford, 1695, **Bideford**—

Wrecked on Point Bague 1699
Mighell's operations against Spaniards at
Vigo 1719
Chased French "Malicieuse" and
"Opale" 1760
Wrecked near Flamborough Head . . 1761

Bien Acquise, 1757 (French)

Bien Aimé, 1707 (French)

Bienfaisant, 1758 (French)—

Boscawen's action with Du Chaffault . 1758
Keppel's battle with D'Orvilliers off
Ushant 1778
Assisted to capture French "Comte
D'Artois" 1780
Rodney's action off Finisterre, etc.. . 1780
Assisted to capture Dutch "Phoenix" . 1780
The Doggerbank Fight 1781

Bienvenue, 1794 (French)

Bilboa, 1801 (Spanish)

Bird, 1764. See also **Mary Bird**

Birkenhead, 1846—

Extraordinary heroism of British troops 1852
Wrecked off Point Danger, South Africa 1852

Bishop, 1797

Biter, 1797—

Popham's expedition to Ostend . . . 1798
Operations in Dunkirk Roads 1800
The blockade of the French coast . . 1805, etc.
Actions with French invasion flotilla 1805, etc.

Wrecked near Calais 1805
The expedition to the Baltic 1855
The bombardment of Sveaborg 1855

Blackamoor, 1656

Blackamoor Lady, 1648. See also **Young Lady**—

Various operations against Parliamentary
fleet 1648-9

Black Bark, 1513. See also **Great Bark**, etc.

Black Dog, 1588 (hired and armed). See also **Dog**—
The campaign of the Spanish Armada . 1588

Black Galley, 1549 (French). See also **Ann Galley**,
Mary Galley, **Millford Galley**, **Towing Galley**, etc.

Black Joke, 1793 (hired)—

Operations against French (hired) . . 1793
The blockade of the Dutch coast . . . 1797
Brought the news to Duncan that the
Dutch fleet were out 1797
Captured French "Rebecca" 1799
Engaged French "Mouche" 1809
Action with French ships in the Channel 1811
Captured by the French 1811
The suppression of African slavery 1829-31, etc.
Captured Spanish slaver "Providencia" 1829
Captured Spanish slaver "Almirante" 1829
Captured Brazilian slaver "Vengador" 1829
Captured privateer "Presidente" . . 1830
Captured privateer "Hossey" 1830
Captured privateer "Marianna" . . . 1830
Captured Spanish slaver "Marinerito" 1831
Captured 21 slavers and released 7000
slaves 1829-31

Blacknose, 1667—

The defence of Gravesend 1667

Black Pinnace, 1544? See also **Great Pinnace**, **Less Pinnace**, **Lesser Pinnace**, etc.

Blackwall, 1694—

Action with French ships 1705
Captured by the French 1705

Blackwater, 1903—

Collided and sank off Dungeness . . . 1909

Blade of Wheat, 1689

Blandford, 1711—

Foundered in the Bay of Biscay . . . 1719
Action with French in the West Indies 1745
Captured by the French 1745
Action with the French 1755
Captured by the French and subsequently
restored 1755

Blast, 1694—

The battle off Cape Passaro 1718
Action with Spaniards off Jamaica . . 1745
Captured by the Spaniards 1745
The bombardment of Le Havre 1759
Minor operations at Belle Isle 1761
The reduction of Ile d'Aix 1761
Minor part in battle of Dominica . . . 1782

THE KING'S SHIPS

Blessed Mary, 1314. See also **Mary**, etc.—
Operations against Scotland . . . 1314, etc.

Blessing, 1667, **Blessing Smack**—
The defence of Gravesend . . . 1667
• Operations against French (hired, etc.). 1801

Blithe, 1222. See also **La Blyth**—
The War with Scotland . . . 1222

Bloom, 1797—
Action with French off Holyhead . . . 1797
Captured by the French . . . 1797

Blossom, 1653 (hired and armed)—
The first battle off the North Foreland 1653
The action off Katwijk . . . 1653
The battle of Scheveningen . . . 1653
Attack on Portuguese "Garrota" at
Lisbon . . . 1808
Captured French "César" . . . 1810
Boat operations in River Rhône . . . 1812
Important surveys off Tahiti and in
Behring Strait . . . 1825-8

Blucher, 1818

Bolador, 1797 (Spanish)

Boladora, 1829 (Spanish slaver)

Bold, 1801—
Wrecked on Prince Edward's Island . 1813

Bolina, 1803 (hired)—
Operations against French . . . 1803, etc.

Bolton, 1709—
Action with Americans . . . 1776
Captured by the Americans . . . 1776

Bombarde, 1801 (French)

Bombay, 1747 (?) (E.I.C.), **Bombay Castle**—
The mutiny of 1748 (E.I.C.) . . . 1748
The capture of Geriah (E.I.C.) . . . 1756
Operations on Malabar coast (E.I.C.) . 1782
Hotham's action off Hyères . . . 1795
Operations in the Mediterranean . . . 1796
Wrecked in the Tagus . . . 1796
Assisted to capture French "Médée" . 1800
Dances's action with Linois . . . 1804
Captured French "Jaseur" . . . 1807
Operations off Mauritius . . . 1810
Extraordinary heroism of British marines 1864
Burnt off Montevideo . . . 1864

Bona Confidentia, 1553 (exploration vessel)—
Willoughby's voyage . . . 1553

Bona Speranza, 1553 (exploration vessel)—
Willoughby's voyage . . . 1553
Abandoned and lost . . . 1555

Bonavista, 1778 (Spanish)

Bonavolia, 1584. See also **Galley Bonavolia**—
The campaign of the Spanish Armada . 1588

Bonne Citoyenne, 1796 (French)—
The battle of St. Vincent . . . 1797

Keith's expulsion of the French from
Egypt . . . 1801
Captured French "Furieuse" . . . 1809

Bonne Mère, 1805 (French)

Boomerang, 1889

Bordelaise, 1799 (French), **Bordelais**—
Various operations against the French 1801, etc.
Sank French "Curieux" . . . 1801

Boreas, 1757—
Captured French "Diane" . . . 1758
Boscawen's action with Du Chaffault . 1758
The bombardment of Le Havre . . . 1759
Captured French "Sirène" . . . 1760
The reduction of Havana . . . 1762
Captured French "Compas" . . . 1779
Nelson's operations against illicit Ameri-
can trade . . . 1784, etc.
Wrecked near Guernsey . . . 1807

Borer, 1795—
Action with French "Gloire" . . . 1812

Borrowdale, 1777 (storeship)—
Early Australian colonists . . . 1778

Boscawen, 1759 (hired and armed)—
The capture of Quebec . . . 1759
The expedition to the Baltic . . . 1854

Boston, 1748—
Operations in the West Indies . . . 1748

Bouffonne, 1761 (French)

Boulogne, 1762 (French), **Bologne**

Bouncer, 1797—
The blockade of the French coast . . 1805
Actions with French invasion flotilla . 1805
Wrecked off Dieppe . . . 1805
The forcing of Simonoseki Straits . . 1864
The suppression of Chinese piracy . . 1867
Operations in Outingpoi Creek . . . 1869
Operations in the Gulf of Tonquin . . 1869

Bountiful, 1782

Bounty, 1787 (hired and armed)—
The search for bread fruit trees . . 1787-9
Mutiny of the crew . . . 1789
Captain Bligh and others sailed 3620
miles in open boat . . . 1789
Pitcairn Island inhabited by mutineers . 1789

Bourbonnaise, 1809 (French)

Bourdalois, 1799 (French)

Bournabat, 1854

Braak, 1798 (Netherlands), **De Braak**, **Brak**—
Capsized in the Delaware . . . 1798

Bradford, 1658

Braganza, 1807

Brakel, 1796 (Netherlands)

THE KING'S SHIPS

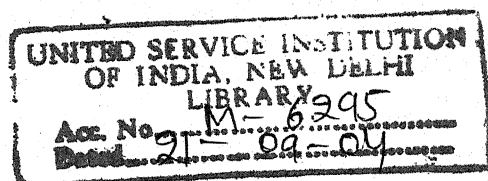
Brave, 1588 (armed merchantman), Braave —	
The campaign of the Spanish Armada	1588
Operations against French (hired)	1798
Run down and lost in the Channel	1799
Foundered off the Azores	1806
Bravo, 1794	
Brazil, 1653 (hired armed merchantman)—	
The first battle of the North Foreland	1653
The action off Katwijk	1653
The battle of Scheveningen	1653
Bream, 1805	
Breda, 1660 —	
The battle off Lowestoft	1665
The action at Bergen	1665
The St. James's Fight	1666
The capture of Cork	1690
Accidentally blown up at Cork	1690
The battle of Beachy Head	1690
The battles of Barfleur and La Hogue	1692
Rooke's defence of the Smyrna convoy	1693
The capture of Petit Guavas	1697
Assisted to capture French "Cerf Volant"	1697
Benbow's action with Du Casse	1702
Assisted to capture French "Maure"	1710
The battle off Cape Passaro	1718
Assisted to capture Spanish "Principe de Asturias"	1718
The blockade of Puerto Bello	1726
An Admiral buried in the hold	1727
Brevdrageren, 1807 (Danish)—	
Action with three Danish gunboats	1811
Operations at Cuxhaven	1813
Captured Danish "Unge Troutman"	1813
Briar, 1653, Bryar —	
The attack on the Dutch at Bergen	1665
Bricole, 1780 (American)—	
Destroyed after capture	1780
Bridgewater, 1655 —	
Blake's operations at Porto Farina	1655
Stayner's action with the Spanish galleons	1656
Blake's attack on Santa Cruz	1657
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